



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** August 2, 2011  
**To:** Clerks File 311668  
**From:** Ketil Freeman, Council Central Staff  
**Subject:** 2011-2012 Proposed Comprehensive Plan and Council Docket Setting

**Background**

With a few limited exceptions, the Council may amend the Comprehensive Plan once a year. The 2011-2012 Comprehensive Plan amendment process will end in the spring of 2012 with a vote on a bill amending the Comprehensive Plan. The current Comprehensive Plan amendment process is set out in Resolution 31117.

Generally, the process occurs in two steps. First, in the summer the Council reviews amendment applications and establishes by resolution a docket of the amendments the Council will consider. This is often referred to as the “docket setting” or “threshold decision” resolution. Second, in the spring of the following year, after Department of Planning and Development (DPD) review and environmental analysis and review by the Planning Commission, the Council considers the merits of proposed amendments and acts on a bill amending the Comprehensive Plan.

This year the Council considered 17 applications that proposed multiple amendments to the Comprehensive Plan. Twelve of those applications are included in the docket setting resolution, Resolution 31313, which was adopted by the Council on August 1, 2011. Resolution 31313 also puts a Potential Annexation Area (PAA) known as the “sliver by the river” on the docket of amendments to consider in 2012. There is no application associated with the “sliver by the river” PAA.

The City is engaged in negotiations with King County to determine how ongoing operation and maintenance of the new South Park Bridge will be funded. One outcome of that negotiation could be annexation by the City of the south landing of the bridge, an area known as the “Sliver by the River.” Designating the “Sliver by the River” as a PAA in the 2012 Comprehensive Plan amendment ordinance would preserve the option for future annexation.

**Contents of CF 311668**

This file contains the following:

1. Briefing materials considered by the Committee on the Built Environment in making its recommendation to Full Council;
2. The recommendations of the Planning Commission and the Department of Planning and Development; and
3. Amendment applications considered by the Council.

**1. BRIEFING MATERIALS CONSIDERED BY THE  
COMMITTEE ON THE BUILT ENVIRONMENT IN  
MAKING ITS RECOMMENDATION TO FULL  
COUNCIL**



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** July 25, 2011

**To:** Sally Clark, Chair  
Tim Burgess, Vice Chair  
Sally Bagshaw, Member  
Committee on the Built Environment (COBE)

**From:** Ketil Freeman, Council Central Staff

**Subject:** Comprehensive Plan Docket Setting – Reso. 31313

**Introduction and Background**

With a few limited exceptions, the Council may amend the Comprehensive Plan once a year. Council's review process will end next spring with a vote on a bill amending the Comprehensive Plan.

The Comprehensive Plan amendment process is set out in Resolution 31117. Generally, the process occurs in two steps. First, in the summer the Council reviews amendment applications and, after receiving the advice of the Planning Commission and the Department of Planning and Development (DPD) establishes by resolution a docket of the amendments the Council will consider. This is often referred to as the "docket setting" or "threshold decision" resolution. Second, in the spring of the following year, after DPD review and environmental analysis and after receiving the advice of the Planning Commission, the Council considers the merits of proposed amendments and acts on a bill amending the Comprehensive Plan.

**Resolution 31313**

On July 13<sup>th</sup> the Committee on the Built Environment discussed the 17 proposed amendment applications received this year and considered the recommendations of the Planning Commission, DPD, and Central Staff. At that meeting, COBE directed that staff prepare a resolution that directs DPD and the Planning Commission to make recommendations on the merits of 11 proposed amendment applications. Those applications would amend existing goals and policies or establish new goals and policies that would:

1. Create a new Container Port Element;
2. Add the Lake-to-Bay Loop to the urban trails system map in the Transportation element;
3. Amend existing policies in the Environment Element for consistency with the Urban Forestry Management Plan;
4. Amend the Future Land Use Map (FLUM) to remove the area known as "South of Charles" from the Duwamish Manufacturing / Industrial Center (MIC) and change the FLUM designation from Industrial to Downtown;
5. Amend Environmental Goal seven to establish per capita greenhouse gas emission reduction targets for 2020, 2030, and 2050 and add as either goals or policies sector-based per capita reduction targets for transportation, buildings, and waste;
6. Amend existing policies in the Land Use Element to authorize long-term homeless encampments as an allowed residential use;

7. Amend the FLUM to remove an area east of 15<sup>th</sup> Avenue NW between NW 48<sup>th</sup> Street and NW 51<sup>st</sup> Street from the Ballard / Interbay North End Manufacturing / Industrial Center (BINMIC) and change the FLUM designation from Industrial to Commercial/Mixed Use;
8. Amend the FLUM to remove property addressed as 1600 W. Armory Way from the BINMIC and change the FLUM designation from Industrial to Commercial/Mixed Use;
9. Amend the FLUM to remove property addressed as 2130 Harbor Avenue SW from the Duwamish MIC and change the FLUM designation from Industrial to Commercial/Mixed Use;
10. Amend the FLUM for two parcels in the Roosevelt Residential Urban Village addressed as 1009-1011 NE 73<sup>rd</sup> Street to change the FLUM designation from Single Family to Commercial/Mixed Use; and
11. Amend the FLUM for an area of the Roosevelt Residential Urban Village generally bounded by Interstate 5 to the west, Ravenna Boulevard to the south, the alley between 8<sup>th</sup> and 9<sup>th</sup> Avenues to the east and NE 64<sup>th</sup> Street to the north to change the FLUM designation from Single Family to Multifamily.

Complete copies of all amendment applications are attached to the memo as is the recommendations of DPD, the Planning Commission and Central Staff. All application will be filed in Clerk's File 311668.

**RESOLUTION \_\_\_\_\_**

1  
2 A RESOLUTION identifying proposed Comprehensive Plan amendments to be considered for  
3 possible adoption in 2012, and requesting that the Department of Planning and  
4 Development and Seattle Planning Commission review and make recommendations  
5 about the amendments to the Council.

6 WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in  
7 1994; and

8 WHEREAS, the City of Seattle last amended the Comprehensive Plan through  
9 Ordinance 123575 on April 19, 2011; and

10 WHEREAS, the City Council adopted procedures for amending the Comprehensive Plan in  
11 Resolution 31117, consistent with the requirements for amendment prescribed by the  
12 Growth Management Act, RCW 36.70A; and

13 WHEREAS, in determining which amendments to consider the Council applies criteria set out  
14 Resolution 30662 and incorporated in Resolution 31117; and

15 WHEREAS, various parties proposed amendments for consideration during the 2011 – 2012  
16 annual amendment process; and

17 WHEREAS, the Planning Commission and the Department of Planning and Development (DPD)  
18 have provided their views as to which proposals to further consider and review during the  
19 2011 – 2012 annual amendment process; and

20 WHEREAS, the Council's Committee on the Built Environment held a public hearing on July 5,  
21 2011, to take public testimony on the amendments proposed for consideration; and

22 WHEREAS, the Council's Committee on the Built Environment met on July 13 and July 27,  
23 2011 to consider the proposed amendments; NOW THEREFORE,

24 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:**

25 **Section 1. Guidelines for Amendment Selection.** The City Council considers a variety  
26 of factors in determining whether a proposed Comprehensive Plan amendment will be placed on  
27 the amendment docket for a given year. Among those factors are the following.

28 A. The amendment is appropriate for the Comprehensive Plan:

1                   1. The amendment is consistent with the role of the Comprehensive Plan under  
2 the State Growth Management Act;

3                   2. The amendment is consistent with the Countywide Planning Policies;

4                   3. The intent of the amendment cannot be accomplished by a change in  
5 regulations only;

6                   4. The amendment is not better addressed as a budgetary or programmatic  
7 decision; or  
8

9                   5. The amendment is not better addressed through another process, such as  
10 neighborhood planning.

11                  B. The amendment is legal - the amendment meets existing state and local laws.

12                  C. It is practical to consider the amendment:

13                   1. The timing of the amendment is appropriate and Council will have sufficient  
14 information necessary to make an informed decision;

15                   2. Within the time available City staff will be able to develop the text for the  
16 amendments to the Comprehensive Plan and, if necessary, the Municipal Code, and conduct  
17 sufficient analysis and public review;  
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19                   3. The proposed amendment is consistent with the overall vision of the  
20 Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council  
21 is interested in significantly changing existing policy; or  
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23                   4. The amendment has not been recently rejected by the City Council.  
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1 D. There has been a neighborhood review process to develop any proposed change to a  
2 neighborhood plan, or a neighborhood review process can be conducted prior to final Council  
3 consideration of the amendment.

4 **Section 2. Amendments to be Considered in 2012.** The following proposed  
5 amendments should be further developed for review and consideration by the Executive and  
6 Council as possible amendments to the Comprehensive Plan in 2012. The full text of each  
7 proposed amendment is contained in Clerk File 311668. Amendments to be considered:  
8

9 **A. Container Port Element**

10 As required by R.C.W. § 36.70A.085, add goals and policies in a new element to  
11 the Comprehensive Plan that define core port areas and areas of port-related  
12 industrial use, provide for efficient freight mobility, and address land use conflicts  
13 on the edges of port-related land uses.  
14

15 **B. Lake-to-Bay Loop Addition to the Urban Trails System Map**

16 Add the Lake-to-Bay loop to the urban trails system map in the Transportation  
17 element.  
18

19 **C. Updated Policies to be Consistent with the Urban Forestry Management Plan**

20 Amend existing policies in the Environment Element for consistency with the  
21 Urban Forestry Management Plan.  
22

23 **D. "South of Charles" Future Land Use Map Amendment**

24 Amend the Future Land Use Map (FLUM) to remove the area known as "South of  
25 Charles" from the Duwamish Manufacturing / Industrial Center (MIC) and change  
26 the FLUM designation from Industrial to Downtown.  
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1 Amend the FLUM for two parcels in the Roosevelt Residential Urban Village  
2 addressed as 1009-1011 NE 73<sup>rd</sup> Street to change the FLUM designation from  
3 Single Family to Commercial/Mixed Use.

4 **K. Roosevelt Residential Urban Village Future Land Use Map Amendment**

5 Amend the FLUM for an area of the Roosevelt Residential Urban Village generally  
6 bounded by Interstate 5 to the west, Ravenna Boulevard to the south, the alley  
7 between 8<sup>th</sup> and 9<sup>th</sup> Avenues to the east and NE 64<sup>th</sup> Street to the north to change  
8 the FLUM designation from Single Family to Multifamily.  
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10 **Section 3. Request for Review and Recommendation.** Consistent with the City's  
11 adopted procedure for considering Comprehensive Plan amendments in Resolution 31117, DPD  
12 is requested to review the amendments identified in Section 2 of this resolution, conduct analysis  
13 and public review as appropriate, and present an analysis and the Mayor's recommendations to  
14 the City Council by November 20, 2011.  
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16  
17 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2011, and signed by me in  
18 open session in authentication of its adoption this \_\_\_\_ day of \_\_\_\_\_, 2011.  
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22 \_\_\_\_\_  
23 President \_\_\_\_\_ of the City Council

24 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2011.  
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City Clerk

(Seal)

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South Park Sliver Potential Annexation Area  
Blue Paper  
Sponsor: Clark  
Amendments are underlined.

**Background:** The City is engaged in negotiations with King County to determine how ongoing operation and maintenance of the new South Park Bridge will be funded. One outcome of that negotiation could be that the City annexes the south landing of the bridge, an area known as the “Sliver by the River.” Designating the “Sliver by the River” as a Potential Annexation Area (PAA) in the 2012 Comprehensive Plan amendment ordinance would preserve the option for future annexation.

**Amendment:**

This proposed amendment to Resolution 31313 puts the “Sliver by the River” PAA on the docket of amendments that the Council will consider for inclusion in the Comprehensive Plan in 2012.

Amend Section 2 of Resolution 31313 as follows:

**L. “Sliver by the River” Potential Annexation Area**

Amend Urban Village Figure 9 to add an area known as the “Sliver by the River,” which is generally bounded the Duwamish River to the north, 12<sup>th</sup> Avenue S. to the west and Dallas Avenue S. to the south, to the Potential Annexation Areas.

Extra Heavy Vehicles  
Yellow Paper  
Sponsor: Rasmussen  
Amendments are underlined.

Amend Section 2 of Resolution 31313 as follows:

**M. Minimize Damage from Extra Heavy Vehicles**

Add the following new policy to the transportation element after T69: Minimize damage from Vehicles that are heavier than would normally be allowed on Seattle's roads and bridges, especially those vehicles that are owned by the City, counties, Sound Transit, Seattle School District, or their contractors.



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** July 8, 2011

**To:** Sally Clark, Chair  
Tim Burgess, Vice Chair  
Sally Bagshaw, Member  
Committee on the Built Environment (COBE)

**From:** Ketil Freeman, Council Central Staff

**Subject:** Comprehensive Plan – Threshold Resolution Recommendations

**Introduction**

With a few limited exceptions, the Council may amend the Comprehensive Plan once a year. Council's review process will end next spring with a vote on a bill amending the Comprehensive Plan. The Comprehensive Plan amendment process is set out in Resolution 31117.

Generally, the process occurs in two steps. First, in the summer the Council reviews amendment applications and establishes by resolution a docket of the amendments the Council will consider. This is often referred to as the "docket setting" or "threshold decision" resolution. Second, in the spring of the following year, after Department of Planning and Development (DPD) review and environmental analysis, Council considers the merits of proposed amendments and acts on a bill amending the Comprehensive Plan.

- Step One: Docket Setting
  - Proposed amendments are submitted to Council by May 15<sup>th</sup>;
  - Council forwards proposed amendments to DPD and the Planning Commission for comment;
  - DPD and the Planning Commission return comments by late June;
  - COBE conducts a public hearing;
  - COBE votes on a recommendation to Full Council; and
  - Full Council votes on a resolution establishing the docket of amendments to be considered.
- Step Two: Consideration of Merits
  - DPD reviews the amendments in the policy docket, conducts environmental review and makes a recommendation to Council by November 20<sup>th</sup>;
  - COBE considers DPD's recommendation, solicits the advice of the Planning Commission, conducts a public hearing, discusses the merits of the proposed amendments, and votes on a recommendation to Full Council; and
  - Full Council votes on a bill amending the Comprehensive Plan by the end of March.

This memorandum 1) sets out the criteria Council uses to determine whether a proposed amendment should be included in the docket setting resolution and 2) discusses proposed amendments and the recommendations of the Planning Commission (attached on green) and the DPD (attached on blue).

## Threshold Decision Criteria

The Council applies a variety of criteria in deciding whether to include a proposed amendment in the docket setting resolution. A decision to include a proposed amendment in the resolution does not constitute Council approval of a proposed amendment. Rather, a decision to include a proposed amendment means that the Council has determined that the subject matter is appropriate for the Comprehensive Plan and consideration of the proposed amendment can be practically accomplished during the amendment cycle. Criteria applied by the Council include the following.

1. The amendment is appropriate for the Comprehensive Plan:
  - a. The amendment is consistent with the role of the Comprehensive Plan under the State Growth Management Act;
  - b. The amendment is consistent with the Countywide Planning Policies;
  - c. The intent of the amendment cannot be accomplished by a change in regulations only;
  - d. The amendment is not better addressed as a budgetary or programmatic decision; or
  - e. The amendment is not better addressed through another process, such as neighborhood planning.
2. The amendment is legal - the amendment meets existing state and local laws.
3. It is practical to consider the amendment:
  - a. The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision.
  - b. Within the time available City staff will be able to develop the text for the amendments to the Comprehensive Plan and, if necessary, the Municipal Code, and conduct sufficient analysis and public review.
  - c. The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy.
  - d. The amendment has not been recently rejected by the City Council.
4. There has been a neighborhood review process to develop any proposed change to a neighborhood plan, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

## Next Steps

COBE will discuss proposed amendments and recommendations from the Planning Commission and DPD and provide direction to staff at its meeting on July 13th. Staff will prepare a threshold resolution based on COBE direction. That resolution will be the subject of a vote at COBE's meeting on July 27th. A Full Council vote will likely occur on August 1st.

App. #	Applicant	Brief Description of Proposed Amendment Applications	Planning Commission Recommendation	Discussion
1	Department of Planning and Development (DPD)	DPD proposes new goals and policies for a state-required container port element. In 2009 the legislature amended the Growth Management Act to require jurisdictions with marine container ports that have operating revenue in excess of \$60 million—the cities of Tacoma and Seattle—to develop a container port element for their Comprehensive Plans. Among other things, container port elements are intended to address freight mobility and incompatible land uses caused by the conversion of industrial land. The Growth Management Act establishes a deadline of June 30, 2015 for adoption of container port elements.	Include	In 2009 the legislature amended the Growth Management Act to require jurisdictions with marine container ports that have operating revenue in excess of \$60 million—the cities of Tacoma and Seattle—to develop a container port element for their Comprehensive Plans. Among other things, container port elements are intended to address freight mobility and incompatible land uses caused by the conversion of industrial land. The Growth Management Act establishes a deadline of June 30, 2015 for adoption of container port elements. See RCW 36.70A.130.  The proposed element is required by the Growth Management Act. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>
2	Seattle Department of Transportation (SDOT)	SDOT proposes to add the Lake to Bay Loop to the Comprehensive Plan's urban trails system map.	Include	Both the Comprehensive Plan and the Transportation Strategic Plan call for designating “a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.” See Comprehensive Plan Transportation Policy T11. The Urban Trails System Map (attached on yellow) depicts, in concept and at a small scale, existing trails, existing trails in need of improvement, trails that are funded or under construction, and planned trails.  The proposed amendment would add the approximately 3.2 mile, Lake-to Bay Loop to the Urban Trails System Map. The figure eight shaped Lake-to-Bay Loop would connect Lake Union Park to Myrtle Edwards Park and the Sculpture Garden by way of Seattle Center. The Lake-to Bay Loop is a significant addition to the Urban Trails System Map and is not depicted on the existing map. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>
3	Urban Forestry Commission	The Urban Forestry Commission proposes to amend several existing policies to be consistent with the Urban Forestry Management Plan and current city-wide approach to managing the urban canopy.	Include	The City created the Urban Forestry Management Plan in 2007. The 30-year plan guides implementation of a variety of actions to help achieve a sustainable urban forest. Some aspects of the plan are echoed in Comprehensive Plan environmental policies. The Urban Forestry Commission proposes to amend some policies to better reflect the intent of the Urban Forestry Management Plan. The proposed amendments are consistent with the overall vision of the Comprehensive Plan and could not be accomplished through budgetary, programmatic, or regulatory means alone. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>
4	Councilmember Clark for the City Council	Consistent with Council direction in Resolution 31291, Councilmember Clark proposes to amend the Future Land Use Map (FLUM) to remove an area generally known as “South of Charles” from the Greater Duwamish Manufacturing / Industrial Center (MIC) and to change the FLUM designation of the area from Industrial to Downtown.	Include	The proposed amendments would enact policy changes reflected on the Future Land Use Map (FLUM) that would lay the groundwork for future legislative or quasi-judicial rezones. The Planning Commission acknowledges that the proposed amendment is consistent with the role of the Comprehensive Plan as a generalized land use plan. However, the Commission cautions that this proposed amendment should be considered in the context of the other proposed industrial land amendments, which, if approved in 2012, would lead to the conversion of a significant amount of industrially-zoned land in designated Manufacturing / Industrial Centers. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>
5	Councilmember Mike O'Brien	Councilmember O'Brien proposes to amend the Environmental Goal 7 as follows:  “To control the impact of climate change globally and locally, reduce per capita emissions of ((carbon dioxide and other)) climate-changing greenhouse gases in Seattle by 30 percent from ((1990)) 2008 levels by ((2024)) 2020, ((and)) by ((80)) 60 percent from ((1990)) 2008 levels by ((2050)) 2030, and by 90 percent from 2008 levels by 2050.”  Additionally, Councilmember O'Brien proposes to add, as either policies or goals, 2020 and 2030 reduction targets for emissions associated with transportation, buildings, and solid waste.	Include	The proposed amendment establishes per capita greenhouse gas reduction goals that are consistent with the technical feasibility and baseline report prepared for the City by the Stockholm Environmental Institute. Additionally, the proposed amendment establishes sector-based reduction targets for transportation, buildings, and solid waste that could be incorporated into the Comprehensive Plan as goals or policies. Achieving these targets will require a variety of actions across sectors directly addressed by required Comprehensive Plan elements such as the Land Use Element, Transportation Element, and Utilities Element.  The proposal is consistent with the role of the Comprehensive Plan under the Growth Management Act. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>
6	Councilmember Nick Licata	Councilmember Licata proposes to add policy language that would authorize long-term homeless encampments as a residential use.	Include	The Comprehensive Plan does not address long-term homeless encampments as a land use. The proposed amendments would enact policy changes that would lay the groundwork for future legislative action establishing use and development regulations for long-term homeless encampments. The proposed amendment is consistent with the role of the Comprehensive Plan as a generalized land use plan. <b>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</b>

App. #	Applicant	Brief Description of Proposed Amendment Applications	Planning Commission Recommendation	Discussion
7	Chris Leman	Mr. Leman proposes the following new policy for the Transportation Element:  "Minimize damage from vehicles that are heavier than would normally be allowed on Seattle's roads and bridges, especially those vehicles that are owned by the City, counties, Sound Transit, Seattle School District, or their contractors."	Do Not Include	Mr. Leman has proposed a similar Comprehensive Plan amendment for the past several years. This year's proposed amendment is somewhat less specific than last year's. However, the call of the proposed policy, i.e. minimizing damage to roads caused by vehicles owned by or under contract to a public entity, is the same. The Council has declined to include the proposed amendment on the policy docket because the proposed amendment does not meet criteria for inclusion in the Comprehensive Plan. Specifically, the Council has determined that the amendment would be better addressed as a budgetary or programmatic decision. Moreover, a similar amendment has been recently rejected by the Council.  If this is an issue that the Council wants to consider further, a better avenue may be through a statement of legislative intent or work program item that tasks SDOT and other City agencies with looking into whether any City practices or regulations of heavy vehicles should change. <b>Staff recommends that the Council <u>not</u> include the proposed amendment in the docket setting resolution.</b>
8	Chris Leman	Mr. Leman proposes that the Comprehensive Plan include an open and participatory government element or appendix.	Do Not Include	Mr. Leman has proposed a similar Comprehensive Plan amendment for the past several years. The Council has declined to include the proposed amendment on the policy docket in past years because the proposed amendment, which articulates policies for the Executive Branch, City Council, City Attorney, Municipal Court and advisory boards, is not consistent with the role of the Comprehensive Plan as a generalized land use plan under the State Growth Management Act. Moreover, the proposed amendment has been recently rejected by the Council. <b>Staff recommends that the Council <u>not</u> include the proposed amendment in the docket setting resolution.</b>
9	Chris Leman	Mr. Leman proposes the following new goal for the Transportation Element:  "To help realize goals and policies in the Environmental Element to reduce emissions of climate-changing greenhouse gases, and realize transportation goals and policies in this Element, the annual per capita vehicle miles traveled within, to, or from Seattle will be reduced by at least eighteen percent by 2020, thirty percent by 2035, and fifty percent by 2050. As provided in the Environmental Element, the Climate Action Plan will establish specific vehicle miles traveled reduction goals by transportation mode or sector."	Do Not Include	Last year the Mayor proposed a Comprehensive Plan amendment bill (Council Bill 117114), which included the following proposed policy in the Transportation Element, "[r]educe the annual per capita vehicle miles traveled in and through Seattle by at least 18% by 2020, 30% by 2035 and 50% by 2050, when compared to the base year of 2008." That proposed amendment was ultimately rejected by the Council in favor of the following policy in the Environmental Element, "Seattle will act as a regional and national leader by becoming carbon neutral. The Climate Action Plan will identify strategies for reducing greenhouse gas emissions in the transportation, building energy, and waste sectors, including establishing specific vehicle miles traveled reduction goals by transportation mode or sector."  Mr. Leman's proposed amendment is substantially similar to the amendment that Council docketed, considered on the merits, then rejected last year. <b>Staff recommends that the Council <u>not</u> include the proposed amendment in the docket setting resolution.</b>
10	Chris Leman	Mr. Leman proposes to add a one-block walkway between the Blaine and Howe stairs to the urban trails system map.	Do Not Include	Both the Comprehensive Plan and the Transportation Strategic Plan call for designating "a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods." See Comprehensive Plan Transportation Policy T11. The Urban Trails System Map (attached on yellow) depicts, in concept and at a small scale, existing trails, existing trails in need of improvement, trails that are funded or under construction, and planned trails.  The proposed amendment would add a one block segment on Lakeview Blvd. between E. Blaine St. and E. Howe St. to the Urban Trails System Map. At this location, the E. Blaine St. and E. Howe St. rights-of-way are improved with long stairs that connect the Eastlake Neighborhood with north Capitol Hill. The Urban Trails System Map currently indicates a planned trail in this general area. As indicated above, the Urban Trails System map is conceptual and at a small scale. One inch on the 8.5 X 11 map is two miles. At that scale, the addition proposed by Mr. Leman would probably not be visible or distinguishable from a planned trail already located on the map. Moreover, the specificity of the desired improvement, i.e. a one-block long sidewalk improvement to Lakeview Blvd. is arguably not appropriate for a concept map like the Urban Trails System Map and would better be addressed through a programmatic or budgetary decision.  If this is an issue that the Council wants to consider further, a better avenue may be through inclusion of the proposed sidewalk in the Capital Improvement Program. <b>Staff recommends that the Council <u>not</u> include the proposed amendment in the docket setting resolution.</b>
11	Charles Redmond on Behalf of the City	The CNC proposes to add the following new policy to the Urban Village Element:  "Total city wide jobs and housing targets and neighborhood-level allocations	Do Not Include	The Growth Management Act requires the Comprehensive Plan to be consistent with the Countywide Planning Policies (CPPs). The CPPs are established by the Growth Management Planning Council (GMPC), which has elected membership from jurisdictions in King County. A year ago through Resolution 31211 the Council ratified the 2006-2031 housing and employment growth targets established by the GMPC.

App. #	Applicant	Brief Description of Proposed Amendment Applications	Planning Commission Recommendation	Discussion
	Neighborhood Council (CNC)	shall be adopted or adjusted as a part of each annual Comprehensive Plan Amendment cycle.”		The DPD recommendation observes that annual adjustment of the GMPC’s housing and growth targets is beyond the City’s authority. DPD intends to address how growth is allocated among neighborhoods as part of the 7-year update.  The proposed amendment is not consistent with the CPPs. <i>Staff recommends that the Council not include the proposed amendment in the docket setting resolution.</i>
12	Jessie Clawson for Ballard II, LLC	Ballard II proposes to amend the FLUM for an area east of 15 <sup>th</sup> Avenue West between NW 51 <sup>st</sup> Street and NW 48 <sup>th</sup> Street to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.	Include	The proposed amendments would enact policy changes reflected on the Future Land Use Map (FLUM) that would lay the groundwork for future legislative or quasi-judicial rezones. The Planning Commission and DPD acknowledge that the proposed amendment is consistent with the role of the Comprehensive Plan as a generalized land use plan. However, both caution that this proposed amendment should be considered in the context of the other proposed industrial land amendments, which, if approved in 2012, would lead to the conversion of a significant amount of industrially-zoned land in designated Manufacturing / Industrial Centers. <i>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</i>
13	Jessie Clawson for Port 106, LLC	Port 106 proposes to amend the FLUM for property addressed as 1600 W. Armory Way in Interbay to remove the area from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.	Include	See discussion for number 12, above. <i>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</i>
14	Jessie Clawson for AnMarCo	AnMarCo proposes to amend the FLUM for property addressed as 2130 Harbor Avenue SW to remove the area from the Greater Duwamish MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.	Include	See discussion for number 12, above. <i>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</i>
15	Lindsay Diallo for Amir Moazzami	Mr. Moazzami proposes to amend the FLUM for two parcels addressed as 1009 – 1011 NE 73 <sup>rd</sup> Street in the Roosevelt Residential Urban Village to change the FLUM designation from single Family to Commercial / Mixed Use.	Include	The proposed amendments would enact policy changes reflected on the Future Land Use Map (FLUM) that would lay the groundwork for future legislative or quasi-judicial rezones. The proposed amendment is consistent with the role of the Comprehensive Plan as a generalized land use plan. <i>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</i>
16	Councilmember Licata	Councilmember Licata proposes to amend various goals and policies in the Comprehensive Plan to establish that, wherever feasible, when redevelopment occurs there should be no net loss of affordable housing.	Do Not Include	The suite of proposed amendments would establish a policy that, where feasible, there be no net loss of affordable housing through redevelopment. Last year the Council declined to docket a similar amendment because implementing the proposed policy could have resulted in unconstitutional City programs. The City’s Housing Preservation Ordinance, which implemented a similar 1-for-1 replacement policy, was struck down by the State Supreme Court. See <i>San Telmo Associates v. City of Seattle</i> , 108 Wn. 2d. 20 (1987).  The Council has retained outside counsel to provide an analysis of legal risks associated with 1-for-1 replacement housing regulations. That analysis has not been fully vetted by the Law Department. Advice from the Law Department that considers outside counsel’s analysis could be available to Council later this month. <i>Staff has no recommendation at this time.</i>
17	Councilmember Clark	Councilmember Clark proposes to amend the FLUM for an area in the Roosevelt Residential Urban Village that is generally bounded by Interstate 5 to the west, Ravenna Boulevard to the south, the alley between 8th and 9th Avenues NE to the east, and NE 64th Street to the north to change its FLUM designation from Single-Family to Multifamily.	No Recommendation	The proposed amendments would enact policy changes reflected on the Future Land Use Map (FLUM) that would lay the groundwork for future legislative or quasi-judicial rezones. The proposed amendment is consistent with the role of the Comprehensive Plan as a generalized land use plan. <i>Staff recommends that the Council include the proposed amendment in the docket setting resolution.</i>

**2. THE RECOMMENDATIONS OF THE PLANNING  
COMMISSION AND THE DEPARTMENT OF  
PLANNING AND DEVELOPMENT**



# City of Seattle

## Seattle Planning Commission

### Commissioners

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Matt Roewe

### Staff

Barbara Wilson,  
Executive Director  
  
Katie Sheehy,  
Planning Analyst  
  
Diana Canzoneri,  
Demographer &  
Senior Policy Analyst

June 24, 2011

Honorable Councilmember Sally J. Clark, Chair  
Committee on the Built Environment  
Seattle City Council  
PO Box 34025  
Seattle, WA 98124-4025

### RE: Proposed 2011-2012 Comprehensive Plan Applications

Dear Councilmember Clark,

The Planning Commission is the steward of the *Seattle Comprehensive Plan*. The purpose of Seattle's Comprehensive Plan (Comp Plan) is to provide the vision for how Seattle will welcome the next decades' anticipated residents and jobs in a way that promotes both a vibrant economy and livable neighborhoods. The Comp Plan does this by directing most new growth to places designated as either urban centers or urban villages. Its policies describe how the City intends to direct employment and housing growth while providing necessary transportation and other infrastructure.

We are pleased to provide you with our comments and recommendations on the proposed amendments that should be placed on the docket for further analysis and have outlined areas we feel should be considered as the review process moves forward. Our recommendations are based on well-established criteria, *Guidelines for Amendment Selection*, that are also included in Resolution 30976 adopted by Council on May 14, 2007.

### NEW CHALLENGES, NEW OPPORTUNITIES: UPDATING OUR PLAN

In addition to this annual amendment process, the City is engaged in a larger update of Seattle's Comp Plan as mandated by Washington state law.

This update provides an opportunity for Seattle to revisit and realign framework goals and policies to meet the new and significant challenges facing Seattle since the Comp Plan was originally adopted in 1994. The Commission has been working collaboratively with executive staff to begin identifying some of these big issues that should be addressed in the update process:

- How to use the arrival of 130,000 additional people and 115,000 new jobs to our city in the next 20 years as an opportunity to create more complete neighborhoods and to improve the safety and vitality.
- Seattle needs significant investments in our basic service infrastructure, civic institutions, and public realm. These investments must align with future growth.
- Seattle must prepare for climate change and reduce greenhouse gas emissions.
- The City must prioritize providing housing affordable to a range of ages, incomes, and family sizes, staying attuned to changes in demographics and economic conditions.

In addition we believe that the Comp Plan can be made more accessible and transparent by doing the following:

- Clarify and map the linkages between the Comp Plan and other implementing plans and regulations.
- Resolve conflicts between existing goals and policies and revisit Comp Plan-level numeric goals.
- Streamline the document, eliminate redundancies, and move to a Web-based format.

As stewards of the Comp Plan, we understand the City may change and alter the overall approach to and structure of our Comp Plan in the current update. We have kept this in mind during the 2011/2012 amendment cycle docket setting, and our recommendations and comments below reflect our consideration of this update and potential effects.

### **REQUESTS TO CONVERT INDUSTRIAL LANDS**

We are troubled by the fact that there are four separate proposals that would remove acres of land from Seattle's manufacturing and industrial centers (MICs).

As far back as 2004, the Planning Commission raised concerns about the City's ad hoc approach to granting zoning-change requests for industrial lands. We recommended the City develop a comprehensive industrial lands strategy that considers overall objectives for maintaining and attracting industrial jobs and the role and opportunities provided by the industrial sector within the regional context. Such an effort was needed to respond responsibly to requests for changing the Future Land Use Map (FLUM) or a MIC designation. We also saw zoning decisions made without the guidance of a coherent and rational citywide strategy that reflects an understanding of current market conditions; rezones, good data, or clear guidance. In 2006, the City undertook an extensive effort to assess the health, value, and needs of our industrial jobs sector and of the importance industrial zoned land plays in providing the space and appropriate development standards to foster this critical sector of our economy.

After extensive public and stakeholder outreach, thorough analysis including business, land use, and economic opportunities; as well as surveys and research of best practices of comparable cities; the City found that Seattle's maritime and industrial sectors are thriving and vitally important to our economic stability as a region. Comprising only 12% of the city's land, industrial businesses provide 33% of the City's total retail sales tax revenue and 32% of the City's total B&O tax revenue. Industrial businesses provide about 25% of all jobs in the city and the vast majority of living wage jobs for people without a college degree.

This analysis concluded that "*Land Conversion Pressures Threaten Industrial Operations*" and made it clear that continued, piecemeal conversion of industrial land to non-industrial uses threatens to destabilize the balance that exists in Seattle's industrial areas between the cost of doing business, proximity to customers, and the synergy of business relationships.

If these four proposals move on to the docket for further analysis in this amendment cycle we remind decision makers once again of the value of industrial zoned areas and ask that you closely scrutinize *any* proposal that would result in conversion of industrial zoned land to another designation. We recommend you take into account a variety of factors including, but not limited to, the impact of significantly increased traffic volumes on freight and rail movement, the sites overall value as industrial land, and the impacts of conversion on the operations of nearby industrial businesses.

## RECOMMENDATIONS ON PROPOSED AMENDMENTS

### 1. *A New State-Required Container Port Element*

#### Commission Recommendation & Comments: **Include in 2011 Docket**

As required by the State Growth Management Act, the new container port element is appropriate to consider in the 2011 amendment cycle. We look forward to working with Council and City staff to ensure that this new element helps define our path to a sustainable future. When this element was proposed in the last cycle we forwarded specific changes to DPD and Council in an effort to create more clarity in the policy direction. We ask council and executive staff review our submissions.

### 2. *Add Lake to Bay Loop to the Comp Plan's Urban Trails System map.*

#### Commission Recommendation & Comments: **Include in 2011 Docket**

One of the goals associated with the Urban Trails System is to 'link major parks and open spaces with Seattle neighborhoods.' We recognize the Lake to Bay Loop is a critical pedestrian and cycle route between Lake Union and Elliott Bay that creates essential connections to Lake Union Park, Seattle Center, the Olympic Sculpture Park, and Myrtle Edwards Park. The City recently updated the Bicycle Master Plan and the Pedestrian Master Plan which act as roadmaps for connecting trails and greenways. In the current update of the Comprehensive Plan it will be important to draw clear and transparent connections between these implementing plans and the framework policies outlined in the Comprehensive Plan. Upon review, the value of the Urban Trails System is not entirely clear to the Commission and we recommend review in the update process.

### 3. *Urban Forestry Management Plan and Managing the Urban Canopy.*

#### Commission Recommendation & Comments: **Include in 2011 Docket**

The proposal appropriately seeks to provide clearer direction and consistency in City policies in managing the urban tree canopy. Implementing documents such as the Urban Forest Management Plan should work collaboratively and be consistent with the Comprehensive Plan.

### 4. *Future Land Use Map (FLUM) to remove an area generally known as "South of Charles" from the Greater Duwamish Manufacturing / Industrial Center (MIC) and to change the FLUM designation of the area from Industrial to Downtown.*

#### Commission Recommendation & Comments: **Include in 2011 Docket**

As stated above, we are generally concerned that in this year's amendment cycle that four separate proposals consider many acres of industrial land for conversion to non-industrial land and have not adequately considered issues such as access to transit, the impact of significantly increased volumes of traffic on freight and rail movement, its overall value as industrial land, and the impacts of conversion on the operations of nearby industrial businesses.

### 5. *Greenhouse Gas Reduction Targets*

#### Commission Recommendation & Comments: **Include in 2011 Docket**

Seeing similar goals in this proposed amendment and in #9 below, the Commission recommends consolidating the amendments and placing only one on the docket. We see this proposed amendment as the more comprehensive and data-driven approach to addressing our climate-change goals and recommend it go forward for analysis. In that phase, we recommend giving strong consideration to how the Comp Plan will be restructured and when and where it is appropriate to adopt specific numbers in to

our Comp Plan as opposed to placing them in implementing documents (in this case the Climate Action Plan and Transportation Strategic Plan) that are often better suited for detailing numeric goals.

6. *Long term, self managed Encampments*

**Commission Recommendation & Comments: Include in 2011 Docket**

The current Comp Plan policies would not allow residential uses in some specific areas under consideration by the city and thus the merits of this proposal should be analyzed and examined in the 2011/2012 amendment cycle.

7. *A new policy in the Transportation Element related to extra heavy buses, trucks used by City agencies and contractors, solid waste vehicles and fire trucks.*

**Commission Recommendation & Comments: Do Not Include in 2011 Docket**

Very similar proposals have been forwarded and rejected by City Council in 2008, 2009, and 2010 amendment cycles; therefore, under the *Guidelines for Amendment Selection* 3.D. this proposed amendment does not meet the threshold criteria and should not be on the docket.

Furthermore, the Commission believes that Comp Plan policies T8 (*Establish a street system that can accommodate the weight of heavy vehicles and reduce the damage such vehicles can cause*) and T70 (*Pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle's taxpayers*) provide appropriate guidance to address this matter. We reiterate our concurrence with the 2008 Recommended Comprehensive Plan amendments report that states:

*"While preventive measures are generally prudent, the factors involved in fleet selection for transit, utilities and construction is complex. The proposed policy's objectives regarding the type and weight of transit buses and solid-waste haulers can best be achieved through budgetary or programmatic decisions by transit agencies, the Seattle Department of Transportation and Seattle Public Utilities, or by amendments to the Transportation Strategic Plan."*

And finally, we note that the Right of Way Improvements Manual requires pavement design appropriate for corridors that "accommodate a high volume of heavy vehicles." We recognize that continuing the current approach would allow some continued road damage to roads that have not yet been upgraded to accommodate these vehicles, and that restricting use of these vehicles would impose significant costs to the service providers and/or reduction in services. In our view, this problem involves complex tradeoffs in costs, reliability, and quality of service. Therefore, the proposed amendment does not meet the threshold criteria because it would be better addressed through a budgetary or programmatic decision (1.D).

8. *Create a new element or appendix of the Comprehensive Plan entitled "Open and Participatory Government."*

**Commission Recommendation & Comments: Do Not Include in 2011 Docket**

The Planning Commission is dedicated to the principles and practice of transparent, open and participatory government but the Comp Plan is not the appropriate document for this proposal. The proposed requirements outlined in the application are best dealt with through the various rules and regulations that deal more specifically with open government such as the Open Public Meetings Act, RCW Chapter 42.36 (Appearance of Fairness Doctrine), Seattle Municipal Code, and by the application of the Seattle Ethics Code or through budgetary and programmatic decision-making processes (1.D and 1.E). Additionally, the City Council is currently engaged in revising the City of Seattle's policies and practices concerning open and participatory government. Lastly, a similar proposal was rejected by Council in 2008, 2009, and 2010 and we do not see this proposal as significantly different (3.D).

**9. Targets for reductions in Vehicle Miles Traveled (VMT) on Seattle's road network**

**Commission Recommendation & Comments: Do Not Include in 2011 Docket**

Similar in intent, the Commission recommends that proposal #5, a more data-driven proposal, be substituted for this proposal and placed on the docket. A similar proposal to this was rejected last amendment cycle because the Council recognized that reducing greenhouse gases and becoming carbon neutral will require much more than simply identifying a numerical goal for reducing per capita vehicle miles traveled. It will require specific and targeted efforts in several key areas including building energy, waste, and transportation. Council also recognized that VMT reduction targets need to be specified by transportation mode or sector and that the metrics should then be adopted into implementing documents such as the Climate Action Plan and Transportation Strategic Plan.

**10. Add A One-Block Walkway (Between The Blaine And Howe Stairs) to The Urban Trails System Map**

**Commission Recommendation & Comments: Do not include in the docket.**

We do not believe this proposal to be an appropriate addition to the Comprehensive Plan, and feel it is better addressed as a budgetary or programmatic decision (1.D). There appears to be a great opportunity to create a stronger connection and we encourage this block be explored through the Bike Master Plan and the Street Fund.

**11. Annual Jobs and Housing Allocation Updates**

**Commission Recommendation & Comments: Do Not Include in 2011 Docket**

The proposed amendment does not meet the threshold criteria because it would be better addressed through a budgetary or programmatic decision (1.D).

**12. Remove an area (Ballard II) from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.**

**Commission Recommendation & Comments: Include in 2011 Docket**

As stated above, we are generally concerned that in this year's amendment cycle that four separate proposals consider many acres of industrial land for conversion to non-industrial land and have not adequately considered issues such as access to transit issues, the impact of significantly increased volumes of traffic on freight and rail movement, its overall value as industrial land, and the impacts of conversion on the operations of nearby industrial businesses.

**13. Remove an area (Port 106) from the Ballard North End MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.**

**Commission Recommendation & Comments: Include in 2011 Docket**

As stated above, we are generally concerned that in this year's amendment cycle that four separate proposals consider many acres of industrial land for conversion to non-industrial land and have not adequately considered issues such as access to transit issues, the impact of significantly increased volumes of traffic on freight and rail movement, its overall value as industrial land, and the impacts of conversion on the operations of nearby industrial businesses.

*14. Remove an area (AnMarCo on Harbor Avenue) from the Duwamish MIC and to change the FLUM designation for the area from Industrial to Commercial / Mixed Use.*

**Commission Recommendation & Comments: Include in 2011 Docket**

As stated above, we are generally concerned that in this year's amendment cycle that four separate proposals consider many acres of industrial land for conversion to non-industrial land and have not adequately considered issues such as access to transit issues, the impact of significantly increased volumes of traffic on freight and rail movement, its overall value as industrial land, and the impacts of conversion on the operations of nearby industrial businesses.

*15. Amend the FLUM for two parcels Roosevelt Residential Urban Village from single family to Commercial Mixed Use*

**Commission Recommendation & Comments: Include in 2011 Docket**

This proposal is appropriate for consideration and we recommend it move forward onto the docket.

*16. No Net Loss of Affordable Housing*

**Commission Recommendation & Comments: Do Not Include in 2011 Docket**

There are many components of this proposal that give us pause. First, we are concerned that the Washington State Supreme Court overturned a similar measure. Second, the term "where feasible" creates ambiguity and would be open to interpretation. Third, this proposal tacks on the concept of 'no net loss of affordable housing' to many other housing policies listed in the Comp Plan. A single policy statement addressing no net loss would provide much more clarity and avoid unnecessary duplication or potentially changing the meaning of other policies. Furthermore, we suggest it might be more appropriate to focus on a no net loss of income-restricted or subsidized housing. We recognize that anti-gentrification tools are hard to come by but we believe this policy may have unintended consequences that could discourage new housing production. And finally, the proposal seeks to make changes to a total of twenty current goals and policies. Major revisions and reorganization of the Comprehensive Plan will be best considered in the current seven year update of Seattle's Comprehensive Plan.

*17. Amend the FLUM for an area in the Roosevelt Residential Urban Village from Single-Family to Multifamily.*

**Commission Recommendation & Comments: No Recommendation**

The Commission did not receive this proposal in time to review it.

Thank you for the opportunity to provide you with our recommendations regarding the Threshold Resolution. We look forward to providing you with assistance as the 2011 Comprehensive Plan amendment process moves forward. Please contact me or our Director, Barbara Wilson at (206) 684-0431 if you have further questions.

Sincerely,



Josh Brower, Chair  
Seattle Planning Commission

cc: Mayor Mike McGinn, Daryl Smith, Ethan Raup, Julie McCoy, David Hiller, Rebecca Deehr; Mayor's Office  
Seattle City Councilmembers  
Rebecca Herzfeld, Ketil Freeman; Council Central Staff  
Diane Sugimura, Marshall Foster, Tom Hauger; DPD  
Peter Hahn, Tracy Krawczyk; SDOT  
Rick Hooper; Office of Housing  
Bernie Matsuno; Department of Neighborhoods

**SEATTLE PLANNING COMMISSION RECORD OF DISCLOSURE & RECUSAL:**

- Commissioner Josh Brower disclosed that his firm, Brower Law PS represents maritime and Industrial businesses as well as developers of single and multifamily housing throughout the city.
- Commissioner Amalia Leighton disclosed that her firm, SvR Design works on various Seattle transportation projects and she represented the Planning Commission on the Emerald City Task Force.
- Commissioner Matt Roewe disclosed that his firm, Via Architecture, has done planning work in South Lake Union and Uptown that has helped define and advance The Lake to Bay Trail concept.

**Guidelines for Amendment Selection**

The City Council considers a variety of factors in determining whether a proposed Comprehensive Plan amendment will be placed on the amendment docket for a given year. Among those factors are the following:

1. The amendment is appropriate for the Comprehensive Plan:
  - A. The amendment is consistent with the role of the Comprehensive Plan under the State Growth Management Act;
  - B. The amendment is consistent with the Countywide Planning Policies;
  - C. The intent of the amendment cannot be accomplished by a change in regulations only;
  - D. The amendment is not better addressed as a budgetary or programmatic decision; or
  - E. The amendment is not better address through another process, such as neighborhood planning.
2. The amendment is legal – the amendment meets existing state and local laws.
3. It is practical to consider the amendment:
  - A. The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision.
  - B. Within the time available City staff will be able to develop the text for the amendments to the Comprehensive Plan and, if necessary, the Municipal Code, and conduct sufficient analysis and public review.
  - C. The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy.
  - D. The amendment has not been recently rejected by the City Council.
4. There has been a neighborhood review process to develop any proposed change to a neighborhood plan, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.



# City of Seattle

Michael McGinn, Mayor

## Department of Planning and Development

Diane M. Sugimura, Director

June 20, 2011

TO: Councilmember Sally Clark  
Chair, Committee on the Built Environment

FROM: Diane Sugimura

SUBJECT: Comprehensive Plan – Annual Amendment – Docket Setting

My staff has reviewed the suggestions submitted to the City Council as possible amendments to the City's Comprehensive Plan in this year's annual amendment cycle. We have comments for your consideration as the City Council reviews the submittals to determine which ones should receive further study.

Using the criteria the Council has adopted for identifying topics appropriate for the Comprehensive Plan, some of the submittals do not appear appropriate for inclusion in the Plan. These include:

#7 and 8 have both been reviewed and rejected by Council on more than one occasion, and therefore they do not comply with criterion 3.d. These should not be included in this year's docket.

# 10 would label as "planned" a one-block segment on the Urban Trails map. This scale of trail improvement is best addressed as a programmatic or budgetary decision and, consistent with criterion 1.e, is not appropriate for inclusion in the Comprehensive Plan.

# 11 calls for the City to adjust citywide growth targets and neighborhood-level allocations of those targets on an annual basis. The citywide target is not decided solely by the City of Seattle. Under the Growth Management Act, citywide targets are made at the county level based on periodic population forecasts developed by the state Office of Financial Management. In King County the determination of targets for individual cities requires a decision by the Growth Management Planning Council, a body of elected officials representing all the jurisdictions in the county. In the 21 years since GMA was adopted, the Growth Management Planning Council has established targets only three times, the most recent in 2010. Annual adjustment of the citywide targets is beyond the City's authority. How the citywide target is distributed within the City is one of the issues DPD intends to address as part of the major Comp Plan review that we have just begun, and we strongly suggest that Council defer discussion of this issue to that process.

Finally, submittals 12, 13 and 14 would together remove approximately 30 acres of land from the City's designated Manufacturing/Industrial Centers and would redesignate this land for mixed-use development. While the submittals appear to meet the threshold criteria for continued consideration, the combined effect of removing this much land from industrial designation should be considered with caution, given the value that industrial uses provide the City and the importance that current policies place on maintaining industrial land for industrial uses.

If you have questions about our recommendations on this phase of the annual amendments, please contact Tom Hauger at 684-8380.

**3. AMENDMENT APPLICATIONS CONSIDERED BY  
THE COUNCIL**

Proposed Amdt. #1

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 9, 2011**

Applicant: **Dep't of Planning & Development, City of Seattle**

Mailing Address: **700 5<sup>th</sup> Avenue, Suite 2000**

City: **Seattle**      State: **WA**      Zip: **98124-2019**

Phone: **206 233 7191**

Email: **kristian.kofoed@seattle.gov**

Contact person (if not the applicant):

Mailing Address: **(same as above)**

Email:

City:

State:

Zip:

Phone:

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Duwamish Manufacturing & Industrial Center (see map on page 8.103 of the Neighborhood Planning Element of the Comprehensive Plan)**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Attachment A

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

**The proposed amendment is a new Element and does not change existing Elements, the Seattle Municipal Code, or the Future Land Use Map. The entire proposed Element is attached.**

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

**In 2009, the Washington State Legislature amended RCW 36.70A, et seq. (Growth Management Act) to require cities with marine container ports of over a certain amount of revenue to adopt a Container Marine Terminal Element in their Comprehensive Plans. This proposed Element complies with that GMA requirement in ESHB 1959 (2009)**

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

Attachment A

Resolution 30662, Section 1 (A) lists criteria including that the amendment is required by the GMA as part of the 10 year update. This is the criterion that most closely fits this particular amendment, since the GMA requires Seattle to adopt a Container Marine Terminal Element. The amendment is also legal and fits section B criteria. Finally, it is practical to consider the amendment at this point. The amendment was considered in the 2010- 2011 cycle and was postponed to allow for additional neighborhood review which is now underway.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The positive impacts will be more focused attention and increased protection of container marine terminal activities. This is in keeping with existing Comp Plan policies and current regulatory protections of the vital import/export and industrial sectors in Seattle. The Council strengthened these protections in 2007 when it adopted greater restrictions on allowed sizes of use for non-industrial occupancies. The net benefit to the Seattle community is retaining living wage industrial jobs and a diverse economic base for the city and region.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The proposed Element is consistent with the protection generally afforded to industrial uses in Seattle, as documented in the Comp Plan's Land Use, Transportation and Economic Development Elements as well in the regulatory provisions of the Land Use Code. A background report analyzing the proposed Element is available.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

DPD and the Port of Seattle conducted extensive outreach with the industrial and container marine terminal community. Letters of support for the Element are on file with the Council and available.

#### Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

A. The amendment or policy is appropriate for the Comprehensive Plan because:

Attachment A

- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
- The amendment is not better addressed as a budgetary or programmatic decision;
- The amendment is not better addressed through another planning process, such as neighborhood planning; or
- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

B. The amendment is legal - the amendment meets existing state and local laws.

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
- The amendment has not been recently rejected; and
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

## **Comprehensive Plan Policies: Marine Cargo Terminal Element**

### **DISCUSSION**

The Port of Seattle is one of the largest cargo centers in the United States, serving as the entry and exit point for marine cargo to and from the Pacific Rim and Alaska. The Port of Seattle facilities are unique among West Coast Ports: the container operations are adjacent to the urban core, abutting the busy downtown, a tourist-friendly waterfront, and two sport stadiums that attract millions of people to Seattle each year.

The marine cargo terminal (MCT) trade, in which the Port of Seattle is engaged, plays a vital role in the Seattle economy. The Port of Seattle is made up of approximately 1,400 acres of waterfront land and nearby properties. Nearly 800 acres of the Port's seaport is dedicated to container terminal operations and cargo handling. Most of the freight is shipped through the Port by intermodal containers that are transferred to or from railcars or trucks on the dock. Some of the containers are shuttled by truck between BNSF and UPRR intermodal yards. Accounting for thousands of jobs, millions of dollars of state and local taxes, and billions of dollars in business revenue and personal income, this economic sector merits special protection in the City's Comprehensive Plan as well as continuing attention in all the City-related policies and programs.

As vital as the marine cargo economic sector is, it is also vulnerable—to continuing pressures in nearby land uses, traffic infrastructure and congestion, and larger funding and economic development conditions.

The state legislation that requires this Port element also requires land use decisions to consider the long-term and widespread economic contribution of international container ports and related industrial lands and transportation systems. The legislation seeks to ensure that container ports continue to function effectively alongside vibrant city waterfronts. It identifies approaches that the City may

consider in future work programs. These include creating a "port overlay" district to specifically protect container port uses, industrial land banking, applying land use buffers or transition zones between incompatible uses, and limiting the location or size, or both, of nonindustrial uses in the core area and surrounding areas. The core area is defined as roughly coterminous with the Duwamish Manufacturing & Industrial Center. The revised state law also adds key freight transportation corridors that serve marine port facilities to the State's list of transportation facilities of statewide significance.

In 2007, the City of Seattle's land use code strengthened protection for industrial uses in the Duwamish by limiting the size of office and retail uses. This Comprehensive Plan Element carries forward the policy intention of that work as well as responding to the state mandate.

#### **LAND USE POLICIES**

**MCT/LU1** Retain industrial designations on land that supports viable marine and rail-related industries to help preserve industrial land adjacent to rail or water-dependent transportation facilities and on adjacent land in order to preserve the viability of the port-related activities.

**MCT/LU2** Continue to monitor the land area needs, including for expansion, of cargo container-related activities and take action to prevent the loss of needed land that can serve these activities.

**MCT/LU3** Identify uses that may pose conflicts with nearby industrial activities, such as pedestrian-oriented commercial uses or single-purpose residential uses. Consider permit conditions to mitigate possible conflicts with industrial uses. Limit the amount of non-industrial uses that may occur on industrially designated land in order to minimize the incompatibility of uses and to prevent conversion of industrial land in the vicinity of marine container terminals or their support facilities.

**MCT/LU4** Consider the value of transition areas and buffers at the edges of general industrial zones which allow a wider range of uses while not creating conflicts with preferred cargo container maritime uses. In this context, zoning provisions such as locational criteria and development standards are among the tools for defining such edge areas.

**MCT/LU5** Consider how zoning designations may affect the definition of highest and best use, with the goal of maintaining the jobs and revenue that marine industrial operations generate and to protect scarce industrial land supply for industrial uses.

#### **TRANSPORTATION POLICIES**

**MCT/T1** Identify and address obstacles to freight transportation that supports continued growth of container volumes at marine cargo terminal activities and intermodal rail yards.

**MCT/T2** Monitor, maintain and improve key freight corridors, networks and intermodal connections that provide access to marine cargo facilities and the industrial areas around them to address bottlenecks and other access constraints. Provide safe, reliable, efficient and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities.

**MCT/T3** Make operational, design, access and capital investments to accommodate trucks and maintain successful railroad operations and preserve mobility of goods and services. Improvements may include, but are not limited to, improvement of pavement conditions, roadway re-channelization to minimize modal conflicts, use on intelligent transportation systems (ITS), construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.

**MCT/T4** Maintain the City's classification of "Major Truck Streets." Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Street improvements that are consistent with freight mobility but also support other modes may be considered in these streets.

**MCT/T5** Identify emerging freight transportation issues and work with affected transportation stakeholder groups, including the Seattle Freight Advisory Board. Provide regular opportunities for communication between the City, the freight community and other agencies and stakeholders.

**MCT/T6** Continue joint City and Port efforts to implement relevant Port recommendations such as recommendations contained in the Container Terminal Access Study.

**MCT/T7** Given the importance of seaport operations to the state and regional economies, develop partnerships within the City, the Port, the region and the state to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.

**MCT/T8** Maintain consistency between local, regional and State freight-related policies.

#### **ECONOMIC DEVELOPMENT POLICIES**

**MCT/ED1** Encourage the siting of new businesses that support the goals for cargo container marine activities in designated Manufacturing /Industrial Centers.

**MCT/ED2** Work cooperatively with other agencies to address the effects of major land use and transportation projects to avoid or mitigate construction and operational effects on the cargo freight industry.

**MCT/ED3** Facilitate the creation of coalitions of industrial businesses, vocational training and other educational institutions and public agencies to help develop training programs to move trained workers into cargo container related jobs.

#### **ENVIRONMENTAL POLICIES**

**MCT/E1** Identify opportunities to achieve economic, community, and environmental benefits from the development and operations of marine terminals and related industrial activities.

**MCT/E2** Form partnerships with private and public maritime stakeholders to establish environmental improvement goals, including carbon emission reductions, storm water management, redevelopment and clean-up of existing marine industrial properties, sustainable design, and fish and wildlife habitat improvements. Develop strategies to achieve these goals that include developing funding mechanisms and legislative support.

**MCT/E3** Work with maritime stakeholders to formulate plans for public open space, shoreline access, and fish and wildlife habitat improvements that incorporate community needs, area-wide habitat priorities with the need to maintain sufficient existing marine industrial lands for present and anticipated maritime infrastructure and cargo needs.

Proposed Amdt. #2

City of Seattle  
COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than 5:00 p.m. on May 16th for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: May 16, 2011

Applicant: Kristen Simpson, Seattle Department of Transportation

Mailing Address: P.O. Box 34996

City: Seattle State: WA Zip: 98124-4996 Phone: 206 684-5054

Email: Kristen.Simpson@Seattle.gov

Contact person (if not the applicant): Same as applicant.

Mailing Address:

Email:

City: State: Zip: Phone:

South Lake Union, Uptown Queen Anne and Belltown.

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant  
Signature: 

Date: 5/16/2011

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

This proposal would formally recognize the Lake to Bay Loop as an Urban Trail by amending the Seattle Urban Trails System map in the Transportation Element to include the Lake to Bay Loop route, as currently planned. Resolution 31251, adopted in October 2010, expresses the city's support for the development of the Lake to Bay Loop and requests that the Loop be added to all applicable city plans and maps, including the Comprehensive Plan's Urban Trails map. A map of the planned route is attached to this application.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The Seattle Urban Trails System map in the current Comprehensive Plan includes part, but not all, of the Lake to Bay Loop. This amendment would revise the map to show the entire loop route, as currently planned.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

This amendment is the best and only means for updating the Urban Trails map to reflect the planned routing of the Lake to Bay Loop. It is consistent with the criteria in that it amends the existing Comprehensive Plan Urban Trails map to reflect current information about the route of the Lake to Bay Loop. It is practical to consider the amendment because the proposed amendment is consistent with the overall vision of the Comprehensive Plan and the Urban Trails map.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

Attachment A

The Lake to Bay Loop traverses the South Lake Union and Uptown Queen Anne and Belltown neighborhoods. There is community support for the Lake to Bay Loop, and amending the map will help formalize the route and the project. Implementation of the Lake to Bay project will benefit the community by connecting neighborhoods, parks and other destinations.

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The proposed change complies with the community vision statements, goals, objectives and policies of the Comprehensive Plan in that it revises the existing Urban Trails map to reflect the Lake to Bay Loop as currently planned.

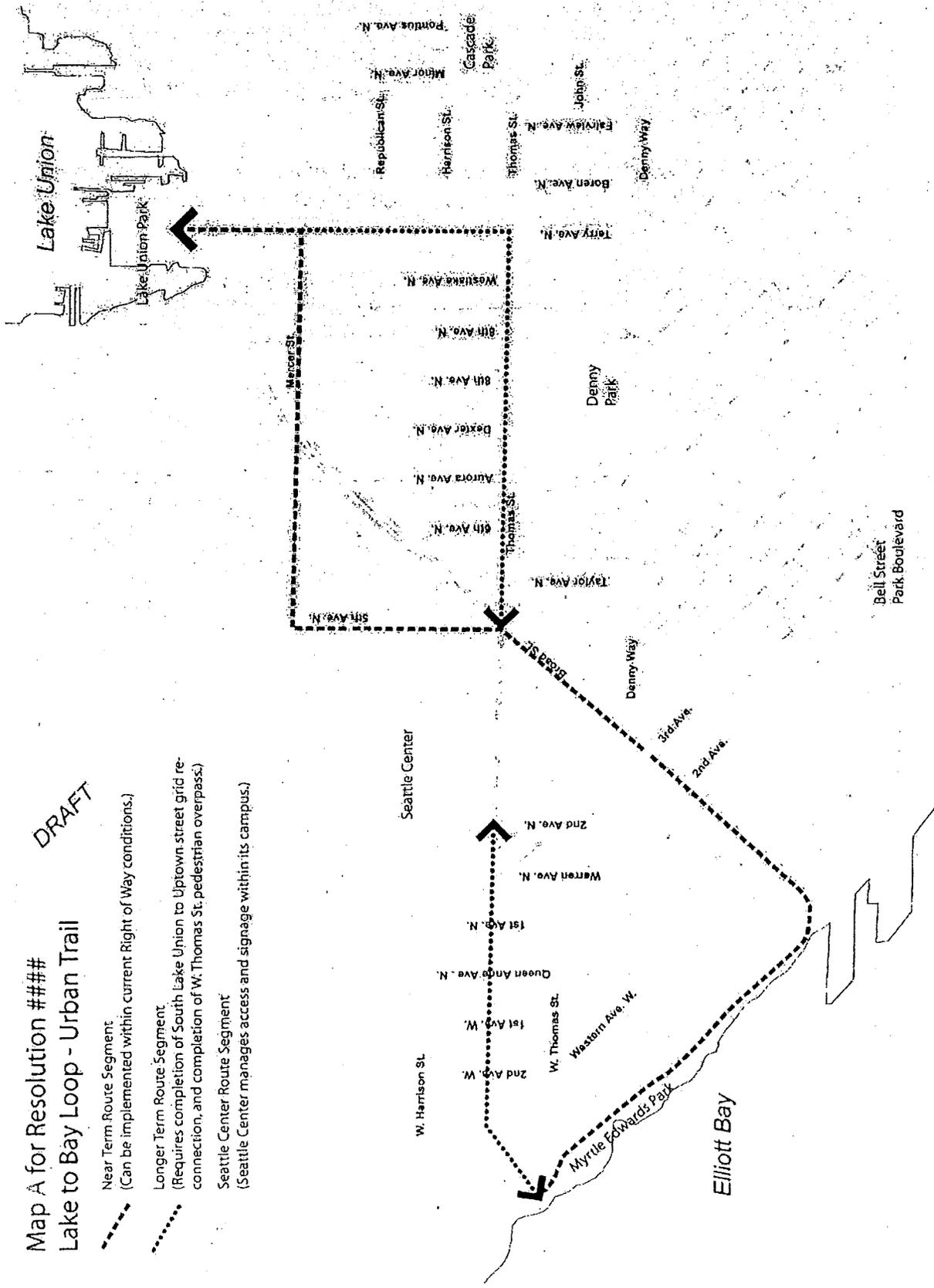
6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

Resolution 31251, adopted by the Council in October 2010, expresses the city's support for development of the Lake to Bay Loop and requests that the Loop be added to all applicable city plans and maps, including the Comprehensive Plan's Urban Trails map. Information about the Lake to Bay Loop was available at the opening festivities for South Lake Union Park and at other public events, and the response from the public was very positive.

# Map A for Resolution ##### Lake to Bay Loop - Urban Trail

DRAFT

-  Near Term Route Segment  
(Can be implemented within current Right of Way conditions.)
-  Longer Term Route Segment  
(Requires completion of South Lake Union to Uptown street grid re-connection, and completion of W. Thomas St. pedestrian overpass.)
- Seattle Center Route Segment  
(Seattle Center manages access and signage within its campus.)



Proposed Amdt. #3

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: 5-16-11

Applicant: Urban Forestry Commission (Matt Mega – chair), c/o Sandra Pinto de Bader, Urban Forestry Commission Coordinator, Seattle Office of Sustainability and Environment

Mailing Address: Office of Sustainability and Environment, 700 Fifth Avenue, Suite 2748, PO Box 94729

City: Seattle      State: WA      Zip: 98124-4729      Phone: (206) 684-3194

Email: Sandra.Pinto\_de\_Bader@seattle.gov

Contact person (if not the applicant): Sandra Pinto de Bader

Mailing Address: Office of Sustainability and Environment, 700 Fifth Avenue, Suite 2748, PO Box 94729

Email: Sandra.Pinto\_de\_Bader@seattle.gov

City: Seattle      State: WA      Zip: 98124-4729      Phone: (206) 684-3194

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary).

The proposed amendment has potential citywide impacts. The Seattle Urban Forestry Commission (UFC) would like to propose to update policies of the City of Seattle Comprehensive Plan's Environmental Element to better reflect and be consistent with the City's Urban Forestry Management Plan and current canopy management approach. The affected sections are: C – Natural Systems Approach (E9.5), H – Seattle's Trees (E23 and E24).

Attachment A

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

A handwritten signature in black ink, appearing to read "M. A. [unclear]", written over a horizontal line.

Applicant Signature: \_\_\_\_\_ Date: 5-16-11

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

The Seattle Urban Forestry Commission (UFC) would like to propose to update policies of the City of Seattle Comprehensive Plan's Environmental Element. The following updates are suggested.

### **Environmental Element**

#### **C – Natural Systems Approach**

##### **E9.5**

~~Strive to~~ Achieve no net loss of tree canopy coverage starting in 2008, and strive to increase tree canopy coverage by 1 percent per year up to a total of 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.

#### **H – Seattle's Trees**

##### **E23**

~~Strive to~~ Achieve no net loss of tree canopy coverage starting in 2008, and strive to increase tree canopy coverage by 1 percent per year up to a total of 40 percent, to reduce storm runoff,

Attachment A

absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.

The element includes multiple urban forest canopy goals without clarifying how they relate to each other and which takes precedence. The Urban Forestry Commission believes that by removing the "1 percent per year" from this policy statement, it would better reflect the City's intent to grow the canopy cover through incentives, outreach, and regulation as articulated in the Urban Forestry Management Plan (UFMP). One percent per year is a quantitative measure of canopy that is not assessed annually and cannot be measured with that level of precision— one percent can easily be a margin of error in a citywide canopy assessment. Furthermore, it would require that the City commit resources to assess the canopy *every year* which would be cost prohibitive.

#### **E24**

Update the 2000 tree canopy inventory in the Urban Forest Management Plan at least every 10 years to measure progress toward the goal of increased canopy coverage.

The Commission believes that by adding "at least" to this policy statement, the policy is clarified and strengthened – one could read this as updating the canopy only every 10 years. This additional language opens the potential for more frequent canopy updates and gives City staff clearer direction on the intent of the policy.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The proposed amendment clarifies the intent of the urban forest policies already contained in the Environmental Element of the Comprehensive Plan.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

The proposed amendment clarifies the intent of existing policies and is not regulatory, budgetary, or programmatic in nature.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

Tree canopy cover policies have citywide implications. The proposed amendment clarifies the policy intent thereby reducing confusion over the multiple goals as currently stated.

Attachment A

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The UFC has held numerous meetings and has received several briefings on the issue of the urban forest management goals due to the confusion of including multiple goals.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

The UFC believes that the proposed amendment will strengthen the policy intent behind Seattle's work to increase its canopy cover and reduce potential confusion. The UFC welcomes a public participation process.

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
  - The amendment is not better addressed as a budgetary or programmatic decision;
  - The amendment is not better addressed through another planning process, such as neighborhood planning; or
  - The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.
- B. The amendment is legal - the amendment meets existing state and local laws.
- C. It is practical to consider the amendment because:
- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
  - City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
  - The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
  - The amendment has not been recently rejected; and
  - If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Attachment A

Proposed Amdt. #4



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** May 24, 2011  
**To:** Committee on the Built Environment  
**From:** Councilmember Sally Clark  
**Subject:** Proposed Comprehensive Plan Amendment for the "South of Charles" Area

**Background**

On April 25<sup>th</sup> the Council passed Ordinance 123589, which modified development regulations and increased development capacity for South Downtown. On that same day the Council also passed companion Resolution 31291, which declared the Council's intent to promote and enhance the livability of South Downtown and set out further tasks for the Council and Executive. Among other things, Resolution 31291 established the Council's intent to consider a Comprehensive Plan Future Land Use Map (FLUM) amendment for an area known as "South of Charles."

The "South of Charles" area is generally bounded by Fourth Avenue South to the west, South Charles Street to the north, Interstate Five to the east, and South Royal Brougham Way to the south. Development in the approximately 23 acre area consists of surface parking lots; office, retail, and human service uses in older industrial and warehouse buildings; the city's Charles Street Yards maintenance and materials storage facility; and two new auto retailers. With Ordinance 123589, the Council rezoned the area from General Industrial 2 with an 85 foot height limit to Industrial Commercial with a base height of 85 feet and maximum height of 160 feet.

In discussing appropriate zoning designations and development standards for the area the Council raised two issues: 1) whether the area should continue to be industrial and contained within the boundaries of the greater Duwamish Manufacturing / Industrial Center and 2), if not, whether the area should be included within the Downtown Urban Center. This proposed amendment would allow the Council to consider those issues and take action.

If the Council and DPD determine that the proposed amendment should be approved, Resolution 31291 requests that DPD submit legislation rezoning the area for concurrent Council consideration with the Comprehensive Plan amendment ordinance.

**Proposed Amendment**

The proposed amendments are shown in Figure 1, below. The amendments would change the FLUM by 1) moving the boundary of the Duwamish Manufacturing / Industrial Center south to

Royal Brougham Way and 2) changing the future land use designation for South of Charles from Industrial Area to Downtown Area.

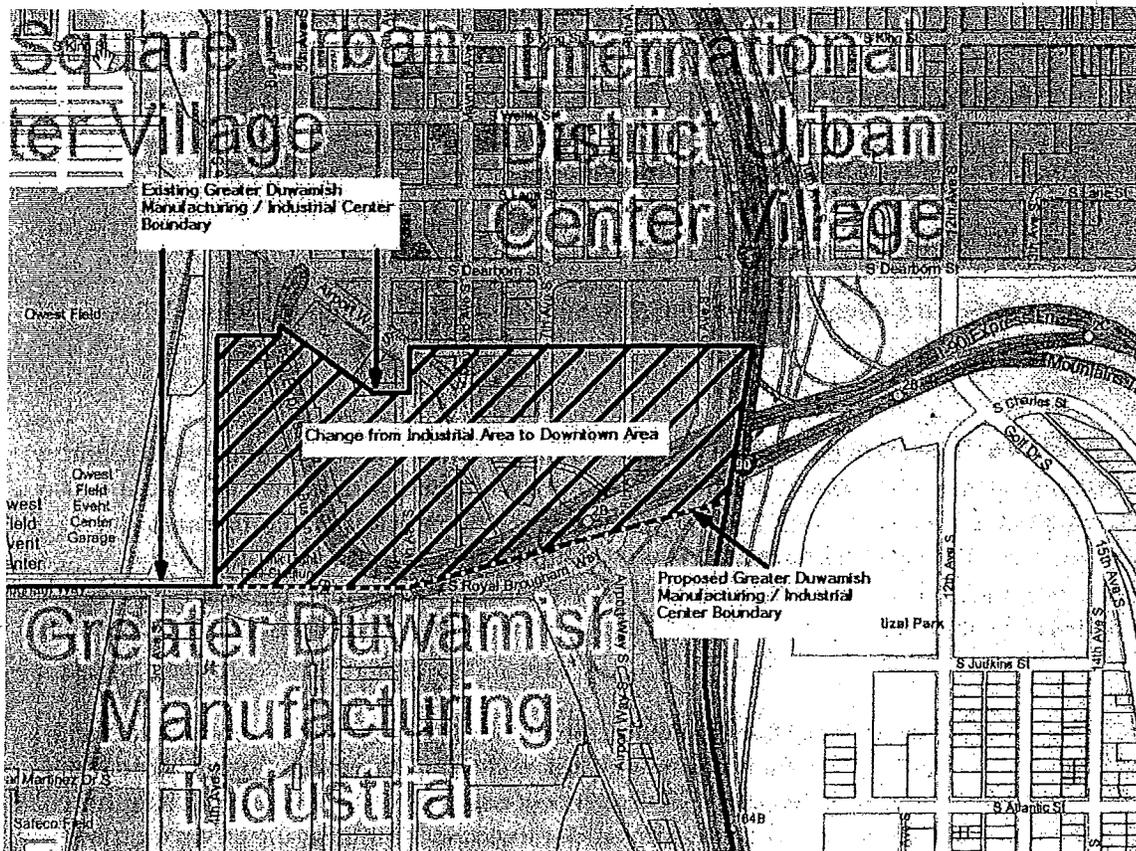


Figure 1

### Application of Amendment Criteria

Resolution 30662 sets out criteria the Council considers in determining whether to include a proposed amendment in the Comprehensive Plan docket-setting resolution. Those criteria seek to answer the questions:

- Is the amendment appropriate for the Comprehensive Plan,
- Does the amendment meet existing state and local laws;
- Is it practical to consider the amendment; and
- Has there been a neighborhood review process to develop any proposed change to a neighborhood plan, or can a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Each criterion is discussed below.

*Is the amendment appropriate for the Comprehensive Plan?*

A determination of whether a large, industrially-designated area is more appropriate for a non-industrial designation is consistent with the role of the Comprehensive Plan as a generalized land use plan and cannot be accomplished through other means, such as a change in regulation alone.

*Does the amendment meet existing state and local laws?*

The proposed amendment does not contravene any requirements of the Growth Management Act or compel action that would be illegal under the laws of the City of Seattle, State of Washington, or the United States.

*Is it practical to consider the amendment?*

The South Downtown planning process produced a wealth of information and analyses about this area and surrounding areas. That information is contained in multiple reports including, but not limited to:

- *The Final Environmental Impact Statement for the Livable South Downtown Planning Study.* Department of Planning and Development, May 29, 2008.
- *The Livable South Downtown Planning Study.* Department of Planning and Development, December 2009.
- *An Assessment of Real Estate and Economic Conditions in South Downtown Neighborhoods.* BHC Consultants, LLC and Property Counselors, January 2007.

Thus, there is sufficient existing information for staff and the Council to consider the amendment in the 2011 – 2012 Comprehensive Plan amendment cycle.

*Has there been a neighborhood review process to develop any proposed change to a neighborhood plan?*

The Livable South Downtown planning process and Council review process was extensive and robust. Between July of 2005 and September of 2007 the Department of Planning and Development (DPD) convened 14 meetings of an advisory group consisting of a cross section of representatives from the broader south downtown community. Additionally, DPD held multiple public meetings and open houses to discuss planning concepts for the Livable South Downtown planning area, which includes the area South of Charles. Finally, the Committee on the Built Environment itself discussed land use issues related to the South of Charles area at multiple meetings.

Proposed Amdt. #5



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** May 26, 2011  
**To:** Committee on the Built Environment  
**From:** Councilmember Mike O'Brien  
**Subject:** Proposed Comprehensive Plan Amendments - Green House Gas Reduction Targets for Vehicle Miles Traveled, Building Emissions, and Solid Waste

**Background**

The vision statement for the Comprehensive Plan establishes environmental stewardship as a core value.<sup>1</sup> This core value is reflected throughout the plan. In 2005 the Council added an Environmental Element to the Comprehensive Plan which, among other things, sets out goals and policies related to reducing emissions and preparing for the effects of climate change.

This summer the City will begin to update the Climate Action Plan. That work will include refining draft goals and targets for Greenhouse Gas (GHG) reductions by sector and developing action plans. That process could inform a Council discussion on proposed numerical goals for emissions reduction.

**Proposed Amendment**

Amend Environmental Goal Seven (EG7), as follow:

To control the impact of climate change globally and locally, reduce per capita emissions of ~~((carbon dioxide and other))~~ climate-changing greenhouse gases in Seattle by 30 percent from ~~((1990))~~ 2008 levels by ~~((2024))~~ 2020, ~~((and))~~ by ~~((80))~~ 60 percent from ~~((1990))~~ 2008 levels by ~~((2050))~~ 2030, and by 90 percent from 2008 levels by 2050.

And establish, as goals or policies, the sector-based per capita 2020 and 2030 reduction targets set out in the table below.

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<sup>1</sup> City of Seattle Comprehensive Plan, Toward a Sustainable Seattle, p. v-vi.

Sector	Reduction in GHG Emissions-Producing Activity	Reduction in GHG Emission Intensity of Activity
<b>2020 Per Capita Reduction Targets</b>		
<b>Transportation</b>	<u>Reduction in vehicle miles travelled (VMT)</u>	<u>Decrease in GHG per mile of Seattle vehicles</u>
Passenger	20% reduction in light duty VMT/capita	35% reduction
Freight	No more than 7% increase in total VMT	25% reduction
<b>Buildings</b>	<u>Decrease in energy use</u>	<u>Decrease in GHG intensity of energy mix</u>
Residential	15% reduction in residential energy use/capita	15% reduction in tonnes CO2e/billion BTU residential and commercial buildings combined
Commercial	15% reduction in commercial energy use/employee	
<b>Waste</b>	<u>Increase in recycling and composting rate</u>	<u>Reduction in GHG intensity of waste</u>
	Increase diversion rate from 49% to 69%	50% reduction in methane emissions commitment per ton waste disposed
<b>2030 Per Capita Reduction Targets</b>		
<b>Transportation</b>	<u>Reduction in vehicle miles travelled (VMT)</u>	<u>Decrease in GHG per mile of Seattle vehicles</u>
Passenger	30% reduction in VMT /capita	75% reduction
Freight	No more than 15% increase in VMT	50% reduction
<b>Buildings</b>	<u>Decrease in energy use</u>	<u>Decrease in GHG intensity of energy mix</u>
Residential	30% reduction in energy use/capita	25% reduction in tonnes CO2e/billion BTU residential and commercial buildings combined
Commercial	30% reduction in energy use/employee	
<b>Waste</b>	<u>Increase in recycling and composting rate</u>	<u>Reduction in GHG intensity of waste</u>
	Increase diversion rate from to 70%	50% reduction in methane emissions commitment per ton waste disposed
<b>TOTAL GHG Emissions Reduction</b>	30% reduction in per capita emissions by 2020 60% reduction in per capita emissions by 2030 90% reduction in per capita emissions by 2050	

## Application of Amendment Criteria

Resolution 30662 sets out criteria the Council considers in determining whether to include a proposed amendment in the Comprehensive Plan docket-setting resolution. Those criteria seek to answer the questions:

- Is the amendment appropriate for the Comprehensive Plan,
- Does the amendment meet existing state and local laws;
- Is it practical to consider the amendment; and
- Has there been a neighborhood review process, or can a review process be conducted prior to final Council consideration of the amendment.

Each criterion is discussed below.

### *Is the amendment appropriate for the Comprehensive Plan?*

The connection between land use, transportation and air quality has long been a subject of rational comprehensive planning. This connection is expressly acknowledged in the Comprehensive Plan discussion of the environmental core value. Specifically, the Comprehensive Plan observes:

This Comprehensive Plan tries to address some of the Seattle area's broad environmental problems. For example, the Plan's urban villages concept addresses a number of environmental concerns. The urban village concept promotes compact, more pedestrian-oriented development and alternative (nonauto) transportation choices such as transit, as well as incentive and disincentive programs to encourage getting around without a car. The emphasis on compact development is intended to mitigate air and stormwater discharge pollution from automobiles, loss of green space, and increases in impervious surfaces that results from non-compact development.<sup>2</sup>

Achieving meaningful GHG emissions reductions will require significant regulatory and programmatic changes across a variety of sectors such as transportation, buildings, and solid waste generation and disposal. Reduced vehicle miles traveled, reduced energy use, and increased solid waste conversion are readily available metrics by sector that link goals to actions. Additionally, GHG reduction goals are easily understood desired outcomes, for which progress can be measured across all sectors.

### *Does the amendment meet existing state and local laws?*

The proposed amendment does not contravene any requirements of the Growth Management Act or compel action that would be illegal under the laws of the City of Seattle, State of Washington, or the United States.

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<sup>2</sup> City of Seattle Comprehensive Plan, Toward a Sustainable Seattle, p. v-vi.

*Is it practical to consider the amendment?*

The technical feasibility analyses and baseline report by the Stockholm Environmental Institute, which sets out a variety of strategies for achieving GHG reductions, is largely complete. Sufficient information is now available or will be available for the Council to make a decision on GHG reduction goals and targets by spring of 2012.

*Has there been a neighborhood review process to develop any proposed change to a neighborhood plan?*

The Council was briefed on the Carbon Neutral Seattle project on May 23<sup>rd</sup>. The Office of Sustainability and the Environment will convene industry focus groups this summer and initiate a soft launch of a community engagement process. That community engagement process will continue throughout 2011 and 2012 and will provide a forum for feedback on the proposed amendment.

Proposed Amdt. #6



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** May 31, 2011  
**To:** Committee on the Built Environment  
**From:** Councilmember Nick Licata  
**Subject:** Proposed Comprehensive Plan Amendment - Long-term, Self-managed Encampments

**Background**

There is an ongoing shortage of shelter and housing for Seattle's homeless. The January 2011 one-night count found 1,753 unsheltered persons. Addressing this problem will require ingenuity and openness to alternative means to sheltering our homeless population. The Mayor convened an Expert Review Panel that in October 2010 recommended the creation of a City-sanctioned semi-permanent encampment while also stating that an encampment should never be considered a long-term solution to homelessness and urging the City to continue to pursue real, lasting and permanent solutions to homelessness. As long as there is not a legal right to housing, providing unsheltered individuals access to a safe alternative is humane and important.

This spring, in response to a legislative proposal forwarded by the Mayor which would have authorized transitional encampments in some industrial areas, the Council adopted Resolution 31292. Resolution 31292 set out a work program and timeline for reviewing alternatives for sheltering Seattle's homeless. This work program includes considering land use authorization for long-term encampments. The proposed Comprehensive Plan amendments are consistent with Resolution 31292 and will allow the Council to consider the land use issues associated with long-term encampments in the 2011-2012 Comprehensive Plan amendment cycle.

**Proposed Amendment**

Amend Land Use Policy 10 (LU10), as follows:

In order to ensure that a wide range of housing opportunities are available to Seattle's current and future residents, generally permit residential uses, including long-term homeless encampments, in all zones, except in industrial zones and some shoreline areas, where residential uses may conflict with the intended industrial or water-dependent use of the area. Long-term homeless encampments may be permitted in industrial zones and some shoreline areas where the encampment would not displace an industrial or water-dependent use.

Amend Land Use Policy 145 (LU145), as follows:

Prohibit new residential uses in industrial zones, except for special types of dwellings that are related to the industrial area and that would not restrict or disrupt industrial activity. In addition, long-term homeless encampments that will not displace an industrial use may be permitted.

#### Application of Amendment Criteria

Resolution 30662 sets out criteria the Council considers in determining whether to include a proposed amendment in the Comprehensive Plan docket-setting resolution. Those criteria seek to answer the questions:

- Is the amendment appropriate for the Comprehensive Plan,
- Does the amendment meet existing state and local laws;
- Is it practical to consider the amendment; and
- Has there been a neighborhood review process, or can a review process be conducted prior to final Council consideration of the amendment.

Each criterion is discussed below.

#### *Is the amendment appropriate for the Comprehensive Plan?*

Long-term encampments are not expressly recognized as a residential use in the Comprehensive Plan or the Land Use and Zoning Code. Clarification that long-term encampments are a contemplated residential use allowable in all zones could facilitate development of siting regulations. Additionally, because most residential uses are not allowed in industrial zones, specific policy authorization is required to allow long-term encampments in industrial areas.

This land use policy issue is appropriate for inclusion in a Comprehensive Plan and cannot be accomplished by regulatory changes alone.

#### *Does the amendment meet existing state and local laws?*

The proposed amendment does not contravene any requirements of the Growth Management Act or compel action that would be illegal under the laws of the City of Seattle, State of Washington, or the United States.

#### *Is it practical to consider the amendment?*

The Mayor's Citizen Review Panel on Housing and Services for Seattle's Unsheltered Homeless Population examined the potential for long-term encampments from 2010 through the spring of this year. Additionally, Resolution 31292 requested that the Human Services Department (HSD) report on existing shelter services to the Council's Housing, Human Services, Health and Culture (HSHHC) Committee. That report was received on May 18 and heard in HSHHC Committee on

May 25. In the report, HSD Director Dannette Smith said, "The findings of the Review Panel reinforce the need to look at our investments in homeless services in new ways." Both efforts will help guide the Council in determining whether a change in land use policy is warranted to allow alternatives residential uses, like long-term encampments, for Seattle's unsheltered.

*Has there been a neighborhood review process to develop any proposed change to a neighborhood plan?*

The Council's review of alternatives on or after July 31, 2011, as described in Resolution 31292, will occur in open public meetings conducted by the Housing Human Services Health and Culture Committee. Additionally, the proposed Comprehensive Plan amendments will be subject to public review and scrutiny through the Council's Comprehensive Plan amendment process set out in Resolution 31117. This process includes at least two public hearings. These forums will provide opportunities for public review and feedback on the proposed amendments.

Proposed Amdt. #7

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

*Date:* May 16, 2011

*Applicant:* Chris Leman

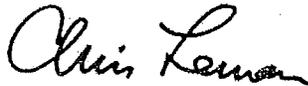
*Mailing Address:* 2370 Yale Avenue East

*City:* Seattle      *State:* WA      *Zip:* 98102-3310      *Phone:* (206) 322-5463

*Email:* cleman@oo.net

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* Seattle as a whole.

*Applicant Signature:*



*Date:* 5/16/11

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. *Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc.) you propose to amend.*

To the Transportation Element, after policy T-69 add the following new policy: Minimize damage from vehicles that are heavier than would normally be allowed on Seattle's roads and bridges, especially those vehicles that are owned by the City, counties, Sound Transit, Seattle School District, or their contractors.

Explanation: According to engineering studies conducted by WSDOT, SDOT, and many universities and professional organizations, an unusual proportion of damage to our roads and bridges is caused by heavy vehicles. The damage increases exponentially with weight--that is, at heavy vehicle weights, a slight increase in weight causes a substantial increase in damage. Thus an unusual amount of damage is done by those vehicles that exceed the normal weight limits established by state law. Vehicles exceed the normal weight limits either because they are breaking the law, or because state or federal law includes exemptions that allow certain types of vehicles to be heavier than would normally be allowed.

According to studies that SDOT did more than 20 years ago, some of the worst damage to Seattle's roads and bridges is caused by extra-heavy Metro buses. This finding is echoed in other cities. Austin, Texas, for example, found recently that 70 to 90 percent of the damage to its arterials is caused by transit buses. The evidence is all around us, as the streets that the buses use have cracked the concrete pavement, and the asphalt pavement is curled up as if by a plow. The weight of these buses would cause them to be prohibited from our streets if the state legislature and then Congress had not completely exempted them from weight regulations. Seattle's streets and taxpayers are thus hostages to the bus purchasing choices of the counties, Sound Transit, the School District or their contractors. Although some of buses are within reasonable weight limits, most are not, including most that King County Metro

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has purchased in recent years. The "hybrid electric" buses that are now popular are especially heavy because they are both diesel and battery/electric motor powered--and thus even when empty, are the heaviest vehicles on the road, with every trip doing measurable damage to Seattle's roads and bridges. Seattle has failed to communicate to Metro and the other public transit agencies a preference against extra-heavy buses that exceed normal weight limits and could not be on the road without a legislative exemption.

By contrast, the electric trolley buses are Metro's lightest. They are easily within normal weight limits and they do the least damage to Seattle streets. Unfortunately, the King County Metro study of the electric trolley buses that is now in progress fails to quantify or monetize the damage to streets and bridges done by the various types of buses in Metro's inventory. I was told recently by a staff member at Metro that this decision was made with the full knowledge and approval of an official in SDOT's public transit division. SDOT certainly should not be encouraging Metro not to quantify or monetize the road damage caused by its buses; SDOT should be urging Metro to conduct just such studies, and SDOT should be conducting such studies, as it did twenty years ago. This incident suggests either that SDOT's engineers are paying insufficient attention to the preservation of the City's roads and bridges, or that they are not being listened to by others at SDOT or higher in city government. As if any further evidence was needed, this incident shows the urgent need for the City Council and Mayor to declare in the Comprehensive Plan, as proposed here, a policy to "Minimize damage from vehicles that are heavier than would normally be allowed on Seattle's roads and bridges."

The other heaviest vehicles that are legally on the road are Seattle's own fire trucks, which enjoy a state exemption from any weight limits. No one questions that, in emergency runs, some road and bridge damage is acceptable. But most of the operation of Seattle's fire trucks at weights that require use of this legislative exemption is other than during emergency runs. Because Seattle has not acted to ensure reasonable limits on the Fire Department's non-emergency use of the legislative exemption on truck weight, damage to roads and bridges from extra-heavy fire trucks is much more extensive than is necessary for public safety, and there is no incentive for the Fire Department to operate its trucks at weights that do not require the legislative exemption, or to purchase trucks and aid cars that do not require the legislative exemption.

Another very extensive instance of City-sponsored use of extra-heavy trucks are its contractors' garbage and recycling waste trucks, which under state law enjoy a special exemption allowing them to weigh considerably more than any other truck (other than fire trucks). Studies by the Washington State

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Department of Transportation find that solid waste trucks do more road and bridge damage than any other kind of truck, and for this reason, WSDOT does not allow these trucks on state highways when they would need the special exemption for more weight. Seattle has no such prohibition, and does not even provide an incentive for its own solid waste contractors not to use the special exemption for more weight. These trucks are everywhere, especially on roads and alleys that are already in the worst shape, and for which there are virtually no restoration funds available from the Bridging the Gap levy, which are going almost exclusively to arterials.

If it chooses to exert it, the City has total control over the weights of the garbage and recycling trucks that operate under a detailed contract with the City. The City should either require its contractors not to operate at a weight more than the normal state limits (that is, so that they would not use the state's exception for overweight solid waste trucks), or should provide them financial incentives not to make use of this exception.

In 2001, after the author suggested this policy, Seattle Public Utilities' Solid Waste Contract Manager replied as follows:

Your suggestion on contract incentives to use smaller trucks is an excellent one. Our current contracts did not contain this incentive in the Request for Proposals and there is no contract language covering this issue. However, we can and will include this type of incentive in any new contract offerings. We could also ask for differing proposals and prices. One proposal and price would require that the contractors only use collection vehicles that do not exceed a certain weight. An alternate proposal could encourage the incentive of "bonus" payments if the use of large overweight trucks were kept to a minimum. Asking for two proposals and prices, one of which would be for light trucks, would enable the City to see the different collections prices and compare it to the cost of road deterioration/maintenance. Other advantages of using lighter, smaller trucks are that there should be fewer incidences of property damage and fewer trucks in a collection area (as a smaller truck can serve the narrow alleys and streets). It is unfortunate that we did not include this type of language in our current contracts. This issue was just not on our radar screen as we were preparing the RFP.

Unfortunately, this gentleman retired, and those who replaced him were not of the same mind. SPU's recent requests for proposals, and recent contracts, have contained none of the promised improvements.

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The City's drain and sewer-cleaning vactor trucks reach the legal weight limit when they are only half full of water, and there is no legislative exemption available allowing them to be heavier. Yet it is common for the vactor trucks to be operated well over half full, at weights that are illegal and are causing serious damage to City streets. Illegal truck weights are also reached by City solid waste contractors, as SDOT and SPU found several years ago when the City Council asked for surprise weight checks, which showed that a number of the solid waste trucks were heavier than was allowed, even with the legislative exemption.

*2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

Policy T-70 commits the City to "pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle's taxpayers." However, the Comprehensive Plan lacks any provision to discourage road damage from heavy vehicles *before* it happens. It is not rational to be concerned about road damage from heavy buses but to do nothing to prevent it. It is even harder to justify that some of the worst damage is being done by trucks that are owned by the City (such as fire trucks and drain and sewer-cleaning vactor trucks) or by its solid waste contractors.

It is much easier and wiser to prevent expensive damage than to try to fix it once it has occurred. Unfortunately, the Comprehensive Plan has a policy only to pursue funding from the agencies whose heavy vehicles cause damage to Seattle's roads and bridges, and no policy to discourage that damage from being done in the first place. The Comprehensive Plan is out of balance. This imbalance would be corrected by the current proposal, a new policy to "Minimize damage from vehicles that are heavier than would normally be allowed on Seattle's roads and bridges, especially those vehicles that are owned by the City, counties, Sound Transit, Seattle School District, or their contractors."

*3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

This proposal policy protects the City's infrastructure, and it needs to be in the Comprehensive Plan. The Comprehensive Plan has many references to public infrastructure and how to fund its repair, but nothing really on how to prevent unnecessary damage in the first place. The current language

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addresses only paying for the damage, and not the need to prevent the damage. Without the proposed change, the Comprehensive Plan's treatment of road damage from heavy vehicles does not make sense; it keeps taxpayers on the hook but does nothing to reduce the expensive damage that is at issue. Without this change, the Comprehensive Plan is unbalanced and incomplete.

Of course, it would be desirable for the Mayor to issue an executive order, for the City Council to pass an ordinance or resolution, and for SDOT to adopt various administrative policies, but none of these actions would obviate the need to amend the Comprehensive Plan. The ongoing purchase of super-heavy buses by Metro and other transit agencies, without any attempted intervention by any level of City government, shows that it is simply not working to leave this important new policy out of the Comprehensive Plan.

The current proposal is briefer and more focused than previous proposals that were proposed in 2008, 2009, and 2010 that were not moved forward in the initial threshold resolutions, and thus did not receive thorough study. In those previous years, the City Council never received detailed input from SDOT. The City Council needs to ensure that it hears directly from SDOT for its analysis and recommendations regarding the present proposal. As there are political constraints against the executive branch acknowledging the amount of road and bridge damage being done by extra-heavy vehicles, the City Council should not be afraid to seek outside advice, including from engineers in professional associations and universities.

Some have claimed that this issue should be addressed only in the Transportation Strategic Plan, not in the Seattle Comprehensive Plan. But oversight of compliance with the Transportation Strategic Plan is notoriously lax, with none of the enforcement mechanisms available for the Comprehensive Plan. Procedures for adopting, revising, and implementing the Transportation Strategic Plan are notoriously lax, with none of the procedural protections that apply to the Comprehensive Plan. Only the Comprehensive Plan is governed by state law, the Growth Management hearings boards and the courts, and only it has strong requirements for public notice and comment and against changing it more than once a year.

*4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

Expensive damage to our streets and bridges will be reduced by this change in the Comprehensive Plan. By avoiding unnecessary damage, funds that would otherwise be needed for repair will be available for other needs, or can stay in

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the taxpayers' pockets. There will also be benefits to safety. Bridges will be less likely to fall, and roads will be safer to navigate for vehicles, bicycles, and pedestrians.

*5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.*

The Comprehensive Plan is full of good rhetoric about proper stewardship of Seattle's capital facilities, but has not produced the proactive efforts that are needed to ensure protection of City infrastructure. This brief but important policy will give some practical and positive meaning and result to the rhetoric. The street damage from extra-heavy vehicles discussed above is well documented by many public agencies and academic researchers.

*6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

Because of the cost of this unnecessary bus and truck damage to Seattle's roads and bridges, taxpayers will support this text amendment by a wide margin. When, under the leadership of City Council President Jeannette Williams, Seattle pressed this issue with Metro in the 1980s, it received wide public support. It has been almost 30 years since Seattle City government has fostered serious study and discussion of the issue, and when it does, the wide public support will be clear.

A failure of Seattle to act on this issue has caused hundreds of millions of dollars in unnecessary road damage, some of it self-inflicted by government vehicles. Not to adopt this amendment will condemn the City to continued unnecessary road damage to its roads, at the very time when maintenance funds are tight and public confidence is needed to enlarge them. "When you are in a hole, the first thing is to stop digging." By adopting this Comprehensive Plan amendment, the City will and must take that first step to stop the unnecessary damage to its streets and bridges.

Proposed Amdt. #8

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

*Date:* May 16, 2011

*Applicant:* Chris Leman

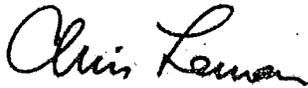
*Mailing Address:* 2370 Yale Avenue East

*City:* Seattle      *State:* WA      *Zip:* 98102-3310      *Phone:* (206) 322-5463

*Email:* cleman@oo.net

*Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary):* Seattle as a whole.

*Applicant Signature:*



*Date:* 5/16/11

Attachment A

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment**

*1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc.) you propose to amend.*

This amendment would create a new, twelfth, element, or an appendix, of the Comprehensive Plan. This new element or appendix would be entitled, "Open and Participatory Government." It would include goals, objectives, and policies covering government overall, including but not limited to the other elements of the Comprehensive Plan.

The purpose of any plan is to provide goals and a strategy and a system of steps to move in that direction. The Comprehensive Plan contains plans for Seattle's physical and cultural development, but it lacks any plan for its democratic development. Open government depends, of course, on obedience to laws on open public meetings and the disclosure of public records. But Seattle's government should not simply wait for citizens to ask it for information or hope that it will pay attention to what it is doing; it should make it easy for them to be informed and to participate.

Seattle should have a plan that enables for citizens to find out what government is doing. Its plan should ensure that decision processes are conducted in a way that maximizes the possibility of citizen input before decisions are made. Seattle should plan for proactively maximizing the quantity and quality of public access to its documents, meetings, and other activities. Following are best practices suggested for the new "Open and Participatory Government" element or appendix of Seattle's Comprehensive Plan. The Mayor and City Council are encouraged to jointly select from these suggestions, and from their own lists, the goals and policies that would be adopted in the new Open and Participatory Government element or appendix of the Comprehensive Plan.

### Mayor and executive branch

- The Mayor and agencies shall lead in promoting open and participatory government
- Ensure that executive branch personnel feel free to respond to questions from the public and the press, without need for permission from superiors or political appointees
- Post on the City web site the schedule of the Mayor and key appointees

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- Manage the "paper cuts" program in a way that does not deny paper posters, notices, and mailings from members of the public who otherwise would not receive a notice or announcement
- Ensure that public-private partnerships do not become a substitute for public planning

### City Council

- Involve the City Council at all stages in writing and approving the new "Open and Participatory Government" element of the Comprehensive Plan
- Publicize meetings of the City Council and its committees widely, well beyond what is minimally required by state law
- Well in advance of meetings of the Council and its committees, provide on the web site, as links to the agenda, those documents that will be discussed, including amendments likely to be offered
- Encourage City Council committees to include citizen stakeholders around the table at meetings
- Make it clear in publicity that "retreats" and similar gatherings are official public meetings. Preferably, avoid use of the word "retreat," as it makes the public feel unwelcome.
- Legislative "retreats" that are public meetings under the Open Public Meetings Act will be held in City buildings within the City of Seattle, and will be audio and/or video recorded
- Audio record all executive (closed) sessions of the City Council, with independent legal review to ensure that the public was excluded only in compliance with the Open Public Meetings Act
- Without a declaration by the City Council that the matter justifies a departure from this practice, the Council will not take action (1) on the same day as a hearing, (2) soon after a committee recommendation, or (3) on a measure that has not been referred to a committee for its consideration
- Offer paper copies (at least for inspection purposes) at meetings of the Council and its committees so that members of the public have the full text of what is being discussed
- Accompany all legislation with a clear explanation of what is being proposed
- For each quarterly budget adjustment, do public outreach and hold at least one public meeting outside of business hours
- Assign open and participatory government as the mission of a committee that makes recommendations for legislation and for the City Council's own practices
- Prohibit legislative staff from lobbying for legislation

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### City Attorney

- Work with the Mayor and City Council to release more of the legal advice they receive, in instances where there are no pending legal proceedings
- Issue public opinions on legal matters for public review, including on questions posed by the public (as is done by the state Attorney General)
- Advise the executive branch and City Council on proactive ways to be open and participatory that go beyond the minimal legal requirements of state law

### Municipal Court

- Post all court-related documents (except those whose disclosure could unfairly affect a pending case) on web sites for free access by the public
- Expand the telecast and webcast of courtroom proceedings

### Advisory boards and commissions

- Widely publicize the meetings of City boards and commissions, and hold them in rooms large enough and at locations convenient for the public to attend
- Declare board and commission meetings to be public meetings, whether or not this is required under the Open Public Meetings Act (which applies only to advisory committees created by ordinance or charter)
- Make it clear in publicity that "retreats" and similar gatherings are official public meetings. Preferably, avoid use of the word "retreat," as it makes the public feel unwelcome.
- Webcast the meetings of boards and commissions
- Adopt ethical standards for agencies and public officials regarding what is appropriate and inappropriate in their efforts to influence a decision by an advisory board or commission
- Allow each board or commission to select its own leadership, by-laws, procedures and agenda, subject to the following requirements:
  - Operate by Robert's Rules of Order, but strive for consensus
  - Circulate the draft agenda prior to each meeting and adopt it (with any revisions) at the beginning of the meeting
  - Distribute the draft minutes some time prior to the meeting at which they will be approved, in order to allow time for board or commission members, and members of the public, to suggest revisions
- Those present who are not board or commission members should be provided a reasonable opportunity to comment at meetings. This opportunity should normally be at the outset of the meeting or agenda

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item, not after the board or commission has acted or at the end of the meeting. Alternatively, provide members of the public the informal opportunity to participate in discussion throughout the meeting.

- Quickly include on the web site the draft agenda, draft and final minutes, and other documents
- Decision documents being referred to during a meeting shall also be available, at least for inspection purposes, to members of the public who are in attendance, well prior to any public comment period
- Where possible, materials relating to agenda items will be posted on the web site some days prior to the meeting in order to allow board and commission members, and the public, to read and consider them beforehand
- When decision documents are provided to committee members prior to the meeting, place them on the web site so that members of the public may review beforehand

#### Seattle Channel

- Create a separate TV cable channel for arts programming, to restore hours on Channel 21 that were lost in recent years from the previous rebroadcast coverage of meetings of the City Council and of City boards and commissions. Ensure that these rebroadcasts again occur during weekday prime time and weekend daytime hours.
- Greatly increase the broadcast, rebroadcast, and webcast of meetings of City boards and commissions
- At least for City Council meetings, provide closed captioning

#### City web site(s)

- Include with proposed or adopted legislation, and in a timely way, all attachments that are referred to in the legislation
- For proposed or adopted legislation and in a timely way, post all drafts and proposed amendments and all attachments that are referred to in the legislation
- Keep web sites up to date (prompt posting of meeting announcements and of documents that are referred to at the meetings)
- Include on public web sites many documents that the public is likely to request, thereby reducing the burden on citizens and government of public records requests
- Allow access by the public to Seattle's "inweb" (internal web site). Withhold internet access to the "inweb" only for documents that are legally exempt under the Public Records Act. Add to the inweb the

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- many manuals and other frequently referred to issuances that are now excluded
- Publish the Applied Program Interface (API) of the web site, making it easier to move content to other web sites and applications
  - Provide custom feeds such as RSS (Really Simple Syndication) that update a user on his or her preferred topics
  - Facilitate social and interactive features
  - Enable advanced search that goes beyond text matching (e.g. multidimensional search, searches for ranges of dates or other values, searches based on complex and/or logical queries)
  - Enable access by smart phones and other alternatives to the desktop computer

### Public documents

- Archive all electronic documents for at least six years (the normal statute of limitations for felonies). Stop erasing most e-mails after 45 days.
- Do not assign to those who created a document the sole decision on deleting it; allow them to designate the documents they propose to delete, but have that decision made by someone without a potential conflict of interest
- Proactively provide paper copies (e.g. newsletters, posters) for those people who have limited or no access to a computer
- Preserve all public documents, including instant messages, text messages, voice mails, and social media postings
- Save documents in the original format, including metadata. If portable document format (PDF) is used, save from the digital version rather than by scanning, which loses the original formatting and greatly reduces the possibilities for search and analysis and eliminates the original document's metadata.
- Do not deliberately record over backup tapes or other backup media; use them as a backup for archival systems
- Digitize legislation and other documents that date from a period before electronic records existed. Electronic versions of many Seattle ordinances and resolutions are still unavailable.
- Create and maintain indexes to public documents, and post the indexes on the City web site
- Post on the City web site the documents that have been produced as a result of public requests; or at least, provide an index to these documents
- Provide documents freely; do not invoke the Public Records Act as a way to slow down or reduce the provision of documents

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- Do not withhold documents just because legally they can be; decide this on a case by case basis
- Release the requested documents quickly; don't take the maximum allowable time
- Provide the requested documents in electronic form if that is what the requester wants

*2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

The Comprehensive Plan currently does not have an element or appendix devoted to Open and Participatory Government, nor indeed any real discussion of this subject. It also does not have any goals or policies that are broadly designed to make the many activities of City government transparent to its citizens, or to make it easy for them to participate directly in its decisions that affect them.

Planning for democracy is just as important as planning for physical or cultural development. The consequences of a failure to plan are as severe for the City's democratic development as for its physical or cultural development. Openness in government, and the opportunity for the public to participate directly in government decision-making, are important contributors to wise decisions. They are also essential means by which government earns the public's trust.

It is not uncommon for a local comprehensive plan to have an element or appendix regarding open and participatory government. For example, Spokane's Comprehensive Plan has a chapter on "Leadership, Governance, and Citizenship."

*3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

While an amendment on this topic was proposed to and dropped by the City Council in 2008, 2009, and 2009, this proposal is different in many respects. Also, specific legislative history strongly recommends that this proposal be considered in the 2011 amendment process. That is because Resolution 31049 (adopted by the City Council on April 16, 2008) committed the City Council to "develop a coordinated plan and policy on open and participatory government outside of the Comprehensive Plan." Although it is now well over

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three years since the passage of Res. 31049, such a plan is not ready, even in draft, nor has the general public as yet been asked for its input on the plan, nor has a public meeting for that specific purpose been held

Res. 31049 also stated that "The Council's review will include consideration of possible Comprehensive Plan policies for the 2009 Comprehensive Plan amendment cycle." However, the 2009 Comprehensive Plan amendment cycle included no such consideration of Comprehensive Plan policies regarding open and participatory government. In fairness to the process and commitments of 2008, it is essential that the present proposal for a new element or appendix to the Comprehensive Plan be considered in the 2011 amendment process.

A major reason for adopting these improvements within the Comprehensive Plan is precisely because, under state law, there are greater protections for due process and participation regarding the Comprehensive Plan than there are for a free-form "planning" process that, so far, has left as empty words the express commitment of Res. 31049 that the Council would develop a "coordinated plan and policy on open and participatory government outside of the Comprehensive Plan." The lesson of Res. 31039 is that planning for open and participatory government will not occur unless it is done within the framework of the Comprehensive Plan. It is now more than three years since the City Council's 2008 promise in Res. 31049 to do a plan for open and participatory government outside of the Comprehensive Plan. If it does not proceed immediately to develop such a plan, it has no reasonable choice than to proceed with developing such a plan within the Comprehensive Plan.

*4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

Adoption of a new element or appendix on Open and Participatory Government will positively affect all areas of the City, and all issues that City government addresses. The new element or appendix, and the goals, objectives, and policies that are a part of it, will bring to government decisions the benefit of public input. Members of the public will feel that government wants to hear from them and has listened to their views. Government officials also will equally benefit from this renewed partnership. They will, themselves, have better access to documents, and they also benefit from high-quality public input--which after all, is free.

*5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan?*

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*Please include any data, research, or reasoning that supports the proposed amendments.*

There is not a viable alternative to this proposal. The current Comprehensive Plan is out of balance in that it lacks an element or appendix on Open and Participatory Government. The community vision statements, goals, objectives and policies of the Comprehensive Plan (and of the City Charter, ordinances, resolutions, regulations, and other plans and policies) cannot be fully realized unless government has a plan to operate openly and to allow and encourage the public to participate actively with it. The social science literature widely supports the finding that open government, and public participation in government decision-making, encourage better decisions, and higher trust from the public.

*6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

Yes, there is broad public support for establishing Open and Participatory Government as a new element or appendix of the Comprehensive Plan, along with adopting goals and policies to carry out this element or appendix.

Proposed Amdt. #9

City of Seattle  
COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012

Date: May 16, 2011

Applicant: Chris Leman

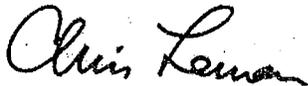
Mailing Address: 2370 Yale Avenue East

City: Seattle State: WA Zip: 98102-3310 Phone: (206) 322-5463

Email: cleman@oo.net

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary): Seattle as a whole, but also all other areas of the world, which in common are affected by changes in climate caused by increases in atmospheric carbon, to which Seattle is a significant contributor.

Applicant Signature:



Date: 5/16/11

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## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

*Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.*

*1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc.) you propose to amend.*

In the Transportation element, after the existing language of Transportation Goal TG-11, add the following new Transportation Goal: "To help realize goals and policies in the Environmental Element to reduce emissions of climate-changing greenhouse gases, and realize transportation goals and policies in this Element, the annual per capita vehicle miles traveled within, to, or from Seattle will be reduced by at least eighteen percent by 2020, thirty percent by 2035, and fifty percent by 2050. As provided in the Environmental Element, the Climate Action Plan will establish specific vehicle miles traveled reduction goals by transportation mode or sector."

Explanation. According to the Puget Sound Regional Council and the Stockholm Environmental Institute/Cascadia/ICF team, in 2008 there were 3.766 billion vehicle miles traveled (single or high occupancy vehicles, vanpools, and light trucks) in Seattle, a number projected to increase to 4.017 billion in 2020, 4.191 billion in 2030, and 4.468 billion in 2050. Comprehensive Plan Goal EG-7 commits Seattle to reduce carbon dioxide and other climate-changing greenhouse gases 30 percent by 2024 and 80 percent by 2050. Transportation Policy T-17 directs the City to "provide, support and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions." Unfortunately, Goal EG-7 and Policy T-17 do not contain numerical targets for reducing vehicle miles traveled, Seattle's largest and growing source of carbon emissions. The targets proposed here (at least eighteen percent by 2020, at least thirty percent by 2035, and at least fifty percent by 2050) are the same as (or, if the City chooses to go further, more than) the reduction that has been required by state law since June 2008 (Revised Code of Washington 47.01).

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The Department of Planning and Development supported a Comp Plan amendment proposed in 2010 that would have committed Seattle to "meet or beat" the Washington's statewide VMT reduction goals. On August 2, 2010, the City Council passed Resolution 31233 which directed study of that proposed amendment and reserved the City Council's right to present its own "placeholder" to "establish a numerical target for reduction in vehicles miles traveled." The City Council never produced such a placeholder. Instead, in April 2011 via Ordinance 123575, the City Council adopted a policy for the Comprehensive Plan's Environmental Element stating that "The Climate Action Plan will identify strategies for reducing greenhouse gas emissions in the transportation, building, energy, and waste sectors, including establishing vehicle miles traveled reduction goals by transportation mode or sector." Note that in taking this action, the City Council failed to commit to "meet or beat" the numerical goals that Washington State has had by law since 2008; even a negligible VMT reduction goal in the Climate Action Plan (and with no deadline set by the Council for doing so) would satisfy the City Council's 2011 amendment to the Comprehensive Plan.

The Comprehensive Plan still lacks any provision actually committing Seattle to reducing vehicle miles traveled by any amount, and especially lacks any commitment to "meet or beat" the numerical reductions that Washington state has had by law since 2008. Unlike the Climate Action Plan, which can be repealed or weakened at will, the Comprehensive Plan is adopted by City ordinance and, according to state law, can be changed only once a year, and only through a process that is not arbitrary or capricious, with the public being given notice and allowed to speak on the changes at a hearing.

*2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.*

As outlined above, the Comprehensive Plan Environmental Element has specific goals for reducing greenhouse gases 30 percent by 2024 and 80 percent by 2050. However, to help implement these numerical goals, the Plan's Transportation Element lacks similarly specific numerical goals for reducing vehicle miles traveled. Washington State since 2008 has by law had such numerical VMT reduction goals.

Ordinance 123575 changed the Comprehensive Plan to assign to Seattle's Climate Action Plan the establishment of vehicle miles traveled reduction goals by transportation mode or sector. However, nothing in the Comprehensive Plan actually commits the City to any actual VMT reductions, whether in an overall amount or by transportation mode or sector. The lack of such a provision in the Comp Plan weakens the Climate Action Plan. Until the

Attachment A

Comprehensive Plan contains such a numerical commitment, Seattle will never realize its hopes of a dramatic reduction in greenhouse gases, which instead will continue to increase.

While it is true that the existing Transportation Goal TG-11 has percentage goals for the SOV and non-SOV modes, it can be easily seen that, even if the Comprehensive Plan successfully shifts mode choice away from single occupancy and car-pool travel, the currently projected increases in vehicle miles traveled can easily overwhelm any greenhouse gas reductions that may result from a shift in mode choice. Even with the desired shifts in mode choice, increases in vehicle miles traveled could produce an ongoing increase in greenhouse gases. Shifts in mode choice are needed, but to succeed as a greenhouse gas reduction strategy, they must be done in partnership with quantified goals for reductions in vehicle miles traveled.

Yes, there are hopes for making internal combustion engines more efficient, for more combustion engines to be combined with hybrid electric power, for natural gas and biofuels to replace gasoline and diesel, for vehicles to be powered by fuel cells and hydrogen, and for plug-in electric vehicles. But technology and the infrastructure will not move fast enough to reverse Seattle's increasing contribution to greenhouse gases from the growth in vehicle miles traveled.

Even as vehicles become available that do not emit greenhouse gases, the political pressures will be irresistible to allow the more carbon-emitting vehicles to continue to operate. Such has been the case with motor vehicle emissions controls. And City Light has estimated that if all motor vehicles in Seattle were electric, it would require (even aside from future increases in vehicles and VMT) a substantial increase in electricity demand. It will be difficult to supplying that increase without increasing atmospheric carbon. There is no substitute for Seattle substantially reducing its vehicle miles traveled.

*3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

For the numerical greenhouse gas reduction goals in the Environmental Element of the Comprehensive Plan and for the Climate Action Plan's establishment of "specific VMT reduction goals" (not required to be numerical!) by transportation mode or sector to have any weight behind them, the Comprehensive Plan needs to set a numerical goals for reducing vehicle miles

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traveled. The Comp Plan is "where the rubber meets the road," and so far it does not seriously commit the City to "meet or beat" the numerical state VMT reduction goals.

It is now more three years since the legislature and governor by law adopted numerical VMT reduction targets, and no jurisdiction more than Seattle should have its own targets that are at least as tough. Just as are already in state law, Seattle's Comprehensive Plan needs numerical goals for the reduction of vehicle miles traveled--and the City should adopt numbers that are equal to or more aggressive than the state numbers.

*4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

The proposed amendment will help turn around the ongoing increase in vehicle miles traveled that is Seattle's worst contribution to global warming. This result will benefit the globe, and especially the impoverished nations that are completely blameless in the global increases in atmospheric carbon. It will also show that the City means what it says about wanting to reduce its carbon footprint.

Including VMT reduction mode choice allocations in the Climate Action Plan or the Transportation Strategic Plan is not, alone, a suitable substitute to putting an overall numerical VMT reduction goal in the Seattle Comprehensive Plan. Procedures for adopting, revising, and implementing the Climate Action Plan and the Transportation Strategic Plan are notoriously lax, with none of the procedural protections that apply to the Comprehensive Plan. Only the Comprehensive Plan is governed by state law, the Growth Management hearings boards and the courts, and only it has strong requirements for public notice and comment and against changing it more than once a year.

If this amendment is not adopted, the climate-induced damage to people and nature throughout the world to which Seattle is contributing will only worsen. Failure to meet or beat the state's numerical goals for reduction of vehicle miles traveled amounts to "fiddling while Rome burns." Adopting this amendment will place Seattle on the right side of history.

*5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.*

This revision to Transportation Goal TG-11 will lend on-the-ground meaning to the Comprehensive Plan's Environment and Transportation elements. EPA's estimate is that 27 percent of greenhouse gas emissions nationwide come from the transportation sector, and that this proportion is growing. The percentage contribution of the transportation sector is higher in the Northwest and especially the Puget Sound region because the contribution of the electric power industry to greenhouse gas emissions is so much less here. The proportion of this region's greenhouse gas emissions attributable to the transportation sector is growing faster than for any other sector.

*6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

To great acclaim, the Governor and state legislature agreed on a similar measure (H.B. 2815, RCW 47.01) in 2008 in Olympia. People in Seattle will support this change in even greater numbers. Any serious effort to address Seattle's contribution to global warming must reverse and reduce its high and growing vehicle miles traveled. The way to do so is to include a specific commitment in the Comprehensive Plan to "meet or beat" the numerical state VMT reduction goals.

Proposed Amdt. #10

City of Seattle  
COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012

Date: May 16, 2011

Applicant: Chris Leman

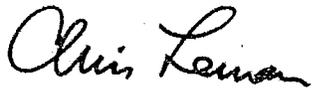
Mailing Address: 2370 Yale Avenue East

City: Seattle State: WA Zip: 98102-3310 Phone: (206) 322-5463

Email: cleman@oo.net

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary): A popular pedestrian commuting and recreation area that is between the Capitol Hill, North Broadway, Eastlake, and South Lake Union neighborhoods.

Applicant Signature:



Date: 5/16/11

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## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

On the Seattle Urban Trails System map (Transportation Figure 1 in section 3.6 of the Comprehensive Plan), mark as "planned" a one-block walkway on the east side of Lakeview Blvd. between the E. Blaine Street Stairs and the E. Howe Street Stairs.

Explanation. Known nationwide for their views and recreational value, Seattle's staircases are widely used not only for recreation but also for commuting. Two of the longest and most heavily used staircases, on the E. Blaine St. and E. Howe St. rights-of-way, are one block apart. These staircases connect Capitol Hill and the North Broadway neighborhoods with the Eastlake and South Lake Union neighborhoods. These stairs are heavily used, for example, for commuting between some of Seattle's densest residential areas and some of its major employment centers, and south along Lakeview Blvd. they connect to WSDOT's Lakeview/Melrose pathway south to downtown.

Because of their length and views, the Blaine and Howe St. staircases are also heavily used for recreational walking. They connect with such amenities as Volunteer Park, Streissguth Gardens, the St. Marks Greenbelt, Colonnade Park, and Lake Union. Because these two staircases are just one block apart, they are also used as an exercise loop by many people who go up one staircase and down the other.

Unfortunately, at the foot of the Blaine and Howe St. staircases along the east (uphill) side of Lakeview Blvd, there is no walkway connecting them. Instead, the steep and eroding hillside forces pedestrians who wish to walk between them (or who wish to walk between the walkways on the east side of Lakeview Blvd. that continue north and south of this block) to go into the street amidst fast-moving traffic, some if from the I-5 off-ramp. Alternatively, pedestrians must make two crossings of this same dangerous traffic in order to reach the sidewalk on the west side of Lakeview Blvd. The current proposal is to specify on the Seattle Urban Trails System Map that a one-block walkway is planned on the east side of Lakeview Blvd.

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The Seattle Urban Trails System map (Transportation Figure 1 in section 3.6 of the Comprehensive Plan) currently shows as "planned" a walking route just north and just south of this one-block site. However, at the site of the proposed one-block walkway on the east side of Lakeview Blvd. between the E. Blaine Street Stairs and the E. Howe Street Stairs, the map (last updated in the year 2000) is occupied with

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two large dots oriented east-west that indicate past planning for the pathway and stairs under I-5 through Colonnade Park to connect this site to the Lake Union area. Those dots (which the City placed on the map many years ago as a result of a successful Comp Plan amendment proposed by the undersigned) are no longer needed because the planned trail and staircases were actually built as a part of the Colonnade Park project. Now the east-west dots obscure the needed clear marking for a planned walkway on the east side of Lakeview Blvd. between the Blaine and Howe St. staircases. Such an addition to the Seattle Urban Trails System map is wholly appropriate and badly needed.

*3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?*

Adding to the Urban Trails System Map a planned one-block walkway on the east side of Lakeview Blvd. between the Blaine and Howe Street staircases is particularly appropriate for the Comprehensive Plan because doing so does not attempt to specify to SDOT how it is to engineer such a walkway. Two distinct possibilities that SDOT has studied include cutting into the slope to install a retaining wall, or narrowing the traffic lanes and extending the curb further from the hillside to make room for the walkway on the existing paved surface. These are operational decisions; it is important only for the Comp Plan to recognize this one-block walkway as something that is needed and planned.

It is difficult to conceive of another urban trails project that would, in just the one-block extent of this walkway, benefit as many people. Thousands of people a week use the Blaine or Howe St. staircases, and many will use the new walkway when it is built. In fact, many pedestrians currently walk this route in the street, an inconvenience and danger to them and a liability to the City.

*4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?*

The planned one-block walkway will have wide benefits, better linking the areas of Capitol Hill, North Broadway, Eastlake, and Lake Union. It will provide safer and more convenient access to Volunteer Park, Streissguth Gardens, Colonnade Park, and Lake Union. It will make it easier for people to commute on foot between some of the City's largest residential and employment centers. It will enhance this area's already developing reputation as a good place to visit from other parts of Seattle, and from outside of Seattle.

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5. *How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.*

With just a slight change in the Urban Trails System map to reflect a planned one-block walkway on the east side of Lakeview Blvd. between the Blaine and Howe Street stairs, this project greatly enhances the Comprehensive Plan's efforts to promote safe and convenient pedestrian connections, as well as access to recreation and to jobs.

6. *Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.*

The large and increasing number of users of the Blaine and Howe St. staircases "vote with their feet" by walking between these staircases along Lakeview Blvd. (often dangerous in the traffic lanes). It clear they will acclaim and use the proposed walkway when it is built. Whenever we have collected signatures on behalf of improvements like this from users of the staircases, it has been very easy to collect hundreds of signatures.

Proposed Amdt. #11

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 15, 2011**

Applicant: **City Neighborhood Council**

Mailing Address: **c/o Charles Redmond, Chair**

City:                      State:      Zip:                      Phone:

Email: **credmond@mac.com**

Contact person (in addition to the applicant): **Irene Wall**

Mailing Address: **207 North 60th St.**

Email: **iwall@serv.net**

City:      **Seattle**      State: **WA**      Zip: **98103**      Phone: **784-8731**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant              **City Neighborhood Council**

Signature:

*Charles Redmond*

Date: **May 15, 2011**

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

The procedures by which Seattle's "share" of new housing and job targets are determined and subsequently approved is not transparent and not well understood by Seattle citizens. These target numbers are the foundation for significant changes in the environmental, physical, and cultural landscape of the city and its individual neighborhoods. The process of reviewing and updating growth targets should become part of a predictable and more frequent process that is open to public comment and influence. Public involvement is a cornerstone of the *Growth Management Act* and this new policy would improve citizen access to information and involvement in key decisions that implement regional growth management policies.

**New Policy in the Urban Village Element Section B. Distribution of Growth**  
**Total city wide jobs and housing targets and neighborhood-level allocations shall be adopted or adjusted as a part of each annual Comprehensive Plan Amendment cycle.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Policy UV 43 currently calls for adjustments of growth targets "at least" every ten years to reflect state and county 20-year growth estimates but in practice the process of review is not open to public involvement. This policy is insufficient since *adjusting* growth targets once a decade is not adequate to keep pace with growth related impacts, and this policy does not provide for sufficient public input into **determining** the growth targets initially. Since these targets reflect a negotiated allocation among regional centers (per the PSRC Vision 2040 Plan) the Seattle officials responsible for this negotiation should benefit from public consultation and input before the targets are set or adjustments made at the regional level.

Policy UV44 requires monitoring the effects of growth or lack thereof every three years and broadly communicating the results of that monitoring. This does not occur. The process of updating all neighborhood plans on a regular basis as a means of monitoring and adjusting for growth has fallen by the wayside. When citizens seek out information about growth trends they are surprised to learn that new growth targets are

Attachment A

periodically added to the baseline for urban villages and centers with no corresponding citizen consultation.

The proposed amendment does not conflict with either of these policies but would enhance compliance with both by linking their implementation to the established annual Comprehensive Plan Amendment process.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

The proposal sets policy level direction on par with other technical policies in the Distribution of Growth section of the Comprehensive Plan.

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The proposed change would foster broad citizen input into a significant policy decision on growth targets to which they are currently excluded. It would have the beneficial effect of broadening the scope of the City Council's responsibility in setting reviewing and adjusting growth targets rather than merely accepting the results of another jurisdiction's decision (King County.)

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

The Seattle Comprehensive Plan includes many goals and policies about accommodating growth in a way that respects citizen choices, is consistent with our ability to fund the necessary infrastructure, and enhances the quality of life in Seattle's many and diverse neighborhoods. The likelihood of realizing these goals would be greatly increased if Seattle citizens had a process for influencing the growth targets and their regional allocation rather than reacting to them after the fact. Seattle's current population is 608,660. The PSRC forecasts an additional 550,000 population by 2040 to be allocated between the 5 regional centers of Bellevue, Bremerton, Everett, Seattle and Tacoma. If the growth among these centers continues at the same percent distribution as the last 10 years, Seattle would have to make room for 330,000 new residents. This will have profound impacts and Seattle citizens should have the opportunity to address these regional growth targets. Since the 7-year Comprehensive Plan Update process remains largely a mystery at this point, the CNC strongly urges the Council to accept a review of these numbers in the 2011-2012 update cycle and not postpone discussion any longer. Our amendment fosters this objective.

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6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

The City Neighborhood Council (CNC), consisting of representatives of the city's 13 District Councils, authorized this amendment proposal at their April 25, 2011 meeting on the recommendation of the CNC Neighborhood Planning Committee.

END

### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
  - The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
  - The amendment is not better addressed as a budgetary or programmatic decision;
  - The amendment is not better addressed through another planning process, such as neighborhood planning; or
  - The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.
- B. The amendment is legal - the amendment meets existing state and local laws.
- C. It is practical to consider the amendment because:
  - The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
  - City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
  - The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
  - The amendment has not been recently rejected; and
  - If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Attachment A

Proposed Amdt. #12

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 11, 2011**

Applicant: **1290 Broadway REIT, LLC d/b/a Block at Ballard II, LLC**

Contact person (if not the applicant): **Bob Beebe**

Mailing Address: **11225 SE 6<sup>th</sup> Street, Suite 215**

Email: [bbeebe@kginvestment.com](mailto:bbeebe@kginvestment.com)

City: **Bellevue** State: **WA** Zip: **98004** Phone: **425-688-3910**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Please see attached property list (Attachment B) and maps (Attachments C and D) for locations that would be affected by the proposed Comprehensive Plan FLUM change.**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: \_\_\_\_\_

*Robert Beebe*

Date: 5-12-11

Attachment A

## **REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.
  - a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.
  - b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.
  - c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**The properties that are the subject of this amendment application are currently designated "Industrial" by the Comprehensive Plan, and are located within the Ballard/Interbay Manufacturing/Industrial Center ("BINMIC"). The proposed amendment would designate the properties "Mixed Use/Commercial" in the Comprehensive Plan Future Land Use Map and would remove these properties from the BINMIC. Please see the maps in Attachment B (current comprehensive plan designations) and Attachment C (proposed comprehensive plan designations). The proposed amendment is a simple change to the FLUM, and does not propose a change to the text of the Comprehensive Plan.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

**The Comprehensive Plan FLUM currently designates the properties as Industrial, and locates them within the BINMIC. These properties are not in industrial use, and are not likely ever to be in industrial use. The properties are therefore not appropriate for designation as industrial, nor appropriate for**

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location within the BINMIC. The change is needed to create consistency between land uses and the Comprehensive Plan.

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below. The most effective way to preserve the integrity of the BINMIC is to remove those properties with existing and long-term incompatible uses from the MIC. No other options, other than a FLUM change, exist to cure the inconsistency of the existing, long-term uses with the MIC policies.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The FLUM change would ultimately result in a rezoning of the properties to a zone consistent with the Comprehensive Plan, the FLUM designation for which is proposed to be Mixed Use/Commercial. Rezones would occur based on the locational criteria for the underlying zone. It would result in a reduction of the areas presently in commercial uses that are included in the BINMIC, consistent with MIC policies in the Seattle Comprehensive Plan, in PSRC VISION 2040, and in the King County Countywide Planning Policies. The proposed change will result in a net benefit to the community because it will render the Comprehensive Plan/zoning more conforming to the actual existing conditions, and will create more opportunities for the further development of an existing, established commercial corridor on 15<sup>th</sup> Avenue NW.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The properties are currently in commercial and/or retail use. This is inconsistent with the Seattle Comprehensive Plan, PSRC VISION 2040, and King County Countywide Planning Policies for MICs. The redesignation of these properties to Mixed Use/Commercial, thereby removing the properties from the MIC, would create more consistency with the following policies:**

**Seattle Citywide Land Use Policies**

**Discussion: The FLUM is a graphic representation of the future of Seattle. It displays where different types of development are planned to occur...FLUM amendments will generally only be considered for significant changes to the intended function of a large area.**

Attachment A

**LU1: Use the goals and policies included in this Plan to identify on the FLUM the general locations where broad categories of land uses are preferred.**

**LU2: Generally, FLUM amendments will be required only when significant changes to the intended function of a large area are proposed.**

**LU4: Ensure that there will continue to be room for the growth targeted for an area when considering changes that could reduce the capacity for jobs or housing.**

Response: The area proposed for amendment includes 12 parcels and should therefore be considered large enough to warrant a FLUM change. The currently existing uses on these parcels are not and will not be industrial in nature and should therefore be redesignated in order to make them more consistent with the Comprehensive Plan and its policies.

### **Seattle Location-Specific Land Use Policies**

**UV12: Manufacturing/Industrial centers are intended to maintain viable industrial activity and promote industrial development.**

Response: The properties located in the amendment area are not in industrial use and have no realistic prospect of converting to industrial use. To maintain the viability of the BINMIC as an industrial area, these sites should be excluded from the BINMIC. The non-industrial uses existing on these properties include:

- Ballard Blocks I development, approximately 131,000 s.f. of intensive retail and parking uses that include Trader Joe's, LA Fitness, Counterburger, and other similar non-industrial uses.
- Permitted Ballard Blocks II development, an approximately 270,000 s.f. entitled development with intensive office and retail uses.
- PATH office building, approximately 90,000 s.f. office building constructed in 1991.
- Mars Hill Church, an approximately 40,000 s.f. church opened in this location in 2003
- Haight Roofing Company, an approximately 5,000 s.f. office building
- Stoneway Hardware, a retail store that sells plumbing supplies, electrical supplies, painting supplies, housewares, and lawn and garden supplies.
- Les Schwab Tires, an approximately 3,200 s.f. retail store
- Louie's Chinese Restaurant, an approximately 7,500 s.f. restaurant with associated parking area.

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**UVG22: Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.**

*Response:* The proposed amendment does nothing to impact the existing uses on the property, which are non-industrial and already not contributing to the regional industrial land base. The amendment would take 8.7 acres out of the BINMIC that are not well-suited for inclusion in the BINMIC per Comprehensive Plan criteria (see below).

**UVG23: Promote the use of industrial land for industrial purposes.**

**UVG24: Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.**

*Response:* The properties are non-industrial and therefore do not require support related to industrial businesses.

**UV23: Strive to retain and expand existing manufacturing and industrial activity.**

**Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant CPPs:**

**1. Zoning that promotes manufacturing, industrial, and advanced technology uses and discourages uses that are not compatible with industrial uses.**

*Response:* While the existing zoning may discourage incompatible uses, uses exist on all of the properties that are incompatible with industrial uses. Such uses include high-intensity retail and commercial development, which are specifically called out as incompatible with industrial uses. In addition, these incompatible uses will remain for decades to come. There is effectively no likelihood that industrial uses will be located on these properties in the future.

**2. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones).**

*Response:* Currently, the properties are actually located *within* the BINMIC, creating zero buffer between these commercial/retail properties and the industrial core.

Attachment A

**3. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs.**

Response: Following removal of these properties from the BINMIC, the BINMIC will continue to have zoned capacity to accommodate a minimum of 10,000 jobs.

**4. Large, assembled parcels suitable for industrial activity.**

Response: Several of the properties included in the proposal are not large enough for industrial activity. The properties that are large enough for industrial activity are already in use or entitled as large scale commercial/retail uses that are incompatible with industrial activity. These incompatible developments represent tens of millions of dollars in capital investment and will therefore remain for decades.

**5. Relatively flat terrain allowing efficient industrial processes.**

Response: The terrain is relatively flat; however, the parcels are not in industrial use, as mentioned.

**6. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.**

Response: The properties lack connection to rail or water transportation systems, and are not adjacent to a regional highway system. The properties are located adjacent to 15<sup>th</sup> Avenue NW, which is designated as a freight corridor, but has developed into a mixed use/commercial/retail corridor north of the Ballard Bridge. Several major bus lines serve 15<sup>th</sup> Avenue NW, and the street is targeted for Rapid Ride bus service intended to serve the commercial and residential needs of Ballard and Northwest Seattle.

**UV23: Maintain land that is uniquely accessible to water, rail, and regional highways for continued industrial use.**

Response: See response to UV23.6 above.

**UV24: Limit in MICs those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.**

Response: The properties in the proposal are already in long-term use as intensive commercial/retail activities that may create short and long term conflicts for industrial uses. These uses will be located on the properties for

Attachment A

decades. Removing these properties/uses from the BINMIC will better protect the long-term integrity and industrial function of the BINMIC.

### Seattle BINMIC Policies

**BI-P1: Accept growth target of at least 3800 new jobs for the BINMIC by 2014.**

**BI-P2: Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.**

**BI-P3: Retain existing businesses within the BINMIC and promote their expansion.**

**BI-P4: Attract new businesses to the BINMIC.**

**BI-P5: Recognize the industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.**

**BI-P8: Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.**

**BI-P12: Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.**

*Response:* The properties in the proposal are no longer consistent with the BINMIC neighborhood plan policies. The properties in the proposal are being used as intensive commercial and retail activities that will create short and long-term conflicts with industrial uses. The uses located in these properties will be located there for decades, thereby reducing the amount of new industrial businesses that could be attracted to the area. In addition, several of the parcels are not large parcels well-suited to industrial uses. The largest parcels consist of a major office building, a large church, and two very large commercial/retail buildings. Practically speaking, these parcels will not ever be available for industrial use. Finally, the parcels are neither water-dependent nor are they industrial. The Industrial Lands Background Report completed in 2007 identifies that access to the water is one of the main reasons for industrial uses to be located in the BINMIC; these parcels have no access to the water. The uses are not consistent with the BINMIC and no longer belong in the BINMIC. Removing these properties/uses from the BINMIC will better protect the long-term integrity and industrial function of the BINMIC.

### Seattle Mixed-Use Commercial Area Policies

**LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of**

Attachment A

**business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.**

**LUG18: Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle's existing and future population.**

**LU103: Prioritize the preservation, improvement, and expansion of existing commercial areas over the creation of new business districts.**

**LU105: Designate as mixed-use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing need of Seattle's existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.**

**LU106: Provide a range of commercial zone classifications, which provide different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas depending on their role in the urban village strategy and community goals as voiced in adopted neighborhood plans.**

Response: The proposed properties are consistent with the Mixed Use/Commercial policies in the comprehensive plan. The properties are currently in commercial use, and would therefore not constitute an expansion of a commercial area. Redesignation to Mixed Use/Commercial on the FLUM will help support the development of these commercial uses, and will further support the current development of the 15<sup>th</sup> Avenue corridor north of the Ballard Bridge into an attractive corridor. In addition, any subsequent rezones would require compliance with the locational criteria for the chosen zones, which would allow for determination of the appropriate type of mixed use/commercial zoning based on each property's characteristics.

#### **PSRC VISION 2040 policies**

**MICs are primarily locations of more intense employment and are typically not appropriate for housing. VISION 2040 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term economic objectives. VISION 2040 discourages non-supportive land uses in MICs, such as retail or non-related offices.**

**MPP-Ec-19: Maximize the use of existing designated MICs by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.**

Response: The properties are located within an existing MIC. PSRC policies require the preservation of existing industrial activity; however, these properties are not in industrial use, and do not serve long-term industrial economic objectives. The properties are developed with non-supportive land uses (retail, office), and are incompatible with MIC policies. The incompatible commercial uses within the MIC will remain for decades; to preserve the integrity and industrial nature of the MIC, and to preserve the consistency of the properties with the Comprehensive Plan, the properties should be removed from the BINMIC.

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

Response: Community meetings have not yet been conducted as part of this proposal.

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

##### **A. The amendment or policy is appropriate for the Comprehensive Plan because:**

- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
- The amendment is not better addressed as a budgetary or programmatic decision;
- The amendment is not better addressed through another planning process, such as neighborhood planning; or
- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

Response: The amendment is a change to the FLUM and thus requires a Comprehensive Plan amendment.

##### **B. The amendment is legal - the amendment meets existing state and local laws.**

Response: The amendment is legal. It creates consistency between the existing uses on the properties and with the Comprehensive Plan. The change is consistent with VISION 2040 policies related to MICs, and to the Seattle Comprehensive Plan

Attachment A

policies related to MICs and specifically to the BINMIC, which states that the BINMIC should be protected from incompatible uses.

**C. It is practical to consider the amendment because:**

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
- The amendment has not been recently rejected; and
- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Response: The Council will have sufficient information necessary to make an informed decision because the uses on the properties are existing and are incompatible with the BINMIC. The policy developed in the Comprehensive Plan to protect the BINMIC from incompatible uses exists; no further analysis should be required. The amendment does not change neighborhood plan policies, but merely changes the FLUM.

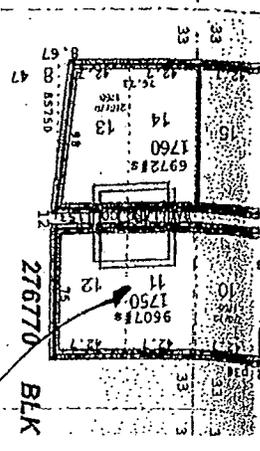
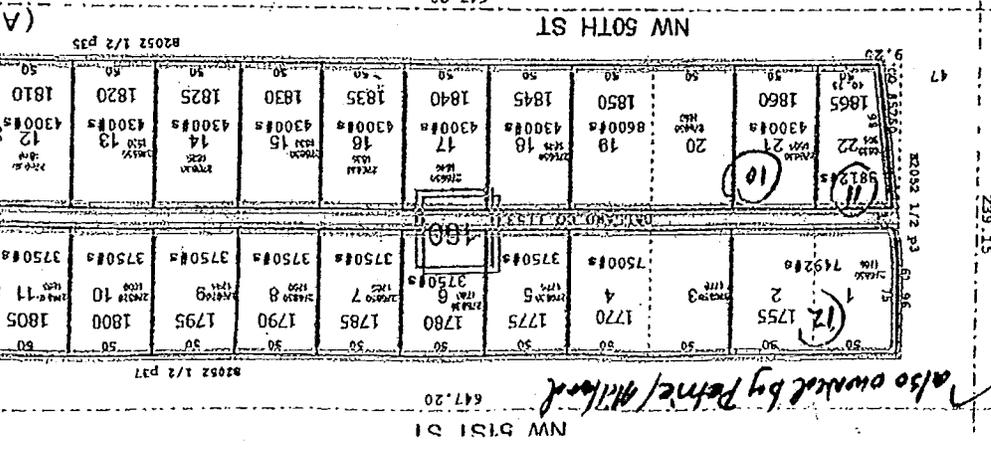
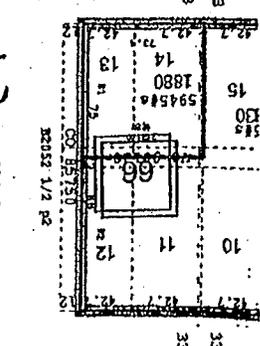
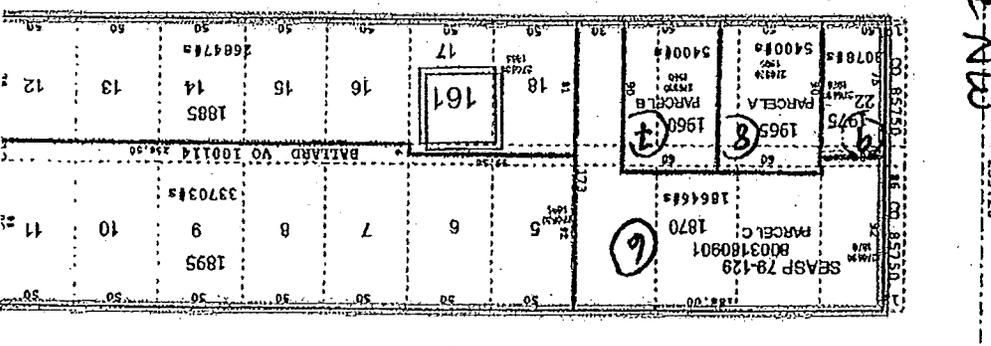
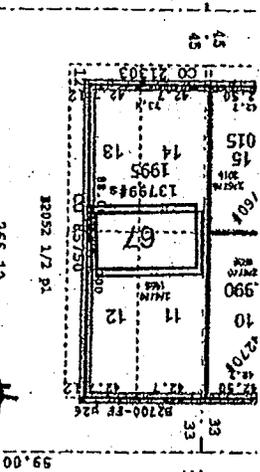
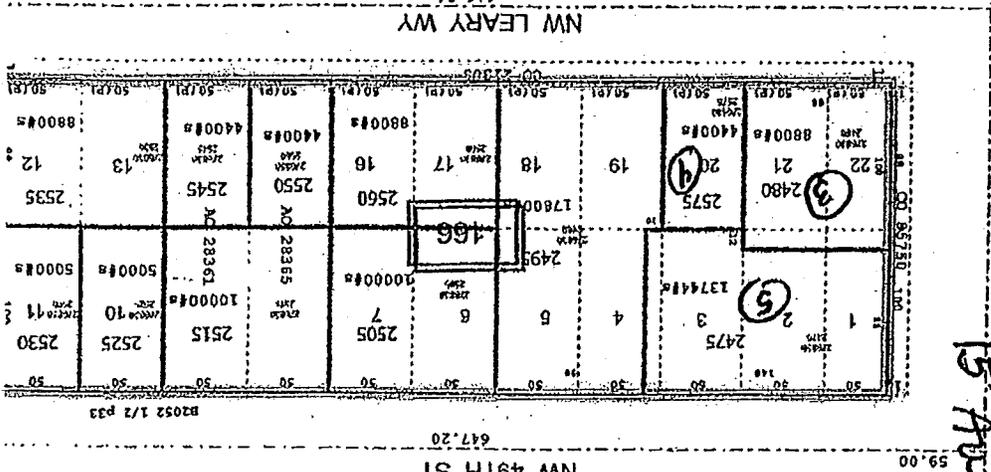
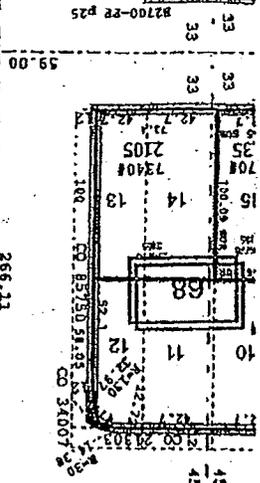
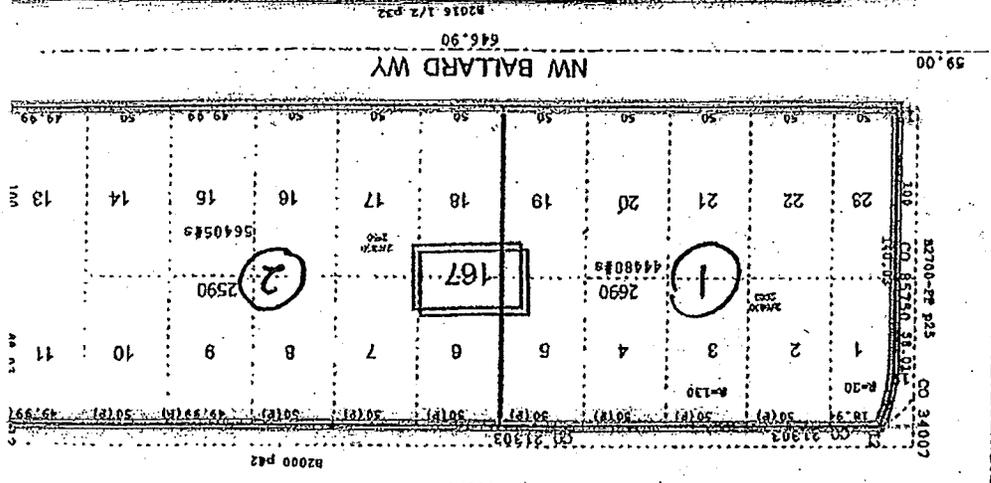
KG INVESTMENTS/BALLARD PROPERTY

# on map	Tax parcel number	Site address	Property Name	Owner	Contact information	Present Use
1	276830-2690	1455 NW Leary Way	Path Building	Hanover Investments LLC	<p>Property tax bill address: P.O. Box 865 Bellevue, WA 98009</p> <p>♦Registered agent of Hanover Investments LLC is Lee Hwang located at property address. ♦Lee David Hwang is owner of Hanover Investments LLC.</p> <p>- Formerly practiced law at Morrison &amp; Foerster, went to Harvard Law School. - San Francisco phone number: 415-272-0511 - He is Founder/Executive Director of "The Quality of Life Foundation" in San Francisco, Phone: 415-437-9200</p> <p>♦McCullough Hill Leary will contact</p>	office building basement parking
2	276830-2590	1401 NW Leary Way	Mars Hill Church	Mars Hill Fellowship		Church with Sunday school; office building
3	276830-2480	1450 NW Leary Way	Diesel Engines Inc. [no such entity or Dept. of Revenue registration]	A. H. Powers and Joan Powers, husband and wife	<p>Property tax bill address: 5800 40th Avenue West Seattle, WA 98199</p> <p>♦Albert E. Powers has business at above location - "AH Powers Co". Phone: 206-283-9996</p> <p>♦Also found residence listing: 3906 W. Hooker Street, Seattle, WA 98199 Phone: 206-284-8859</p>	garage, service repair
4	276830-2575	1440 NW Leary Way	Auto Service	Elizabeth E. Moser	<p>Property tax bill address: 4630 Lawton Lane West Seattle, WA 98199</p> <p>♦Above address is probably Elizabeth Moser's residence. Phone: 206-282-0229</p>	garage, service repair

Attachment B

# on map	Tax parcel number	Site address	Property Name	Owner	Contact information	Present Use
5 & 6	276830-2475 (5) 276830-1870 (6)	4810 15th Ave NW (5) 1437 NW 50th Street (6)	Haight Roofing	LAH, LLC	Property tax bill address: 18351 8th Avenue NW Shoreline, WA 98177 ♦Shelleen A. Haight is Manager of owner, LAH, LLC. Above address is probably Ms. Haight's residence. Phone: 206-546-1329 ♦Registered Agent of LAH, LLC: LPSL Corporate Services, 1420 5th Ave, #4100, Seattle, WA 98101 (Lane Powell)	Property 5: office building; retail store; storage warehouse  Property 6: storage warehouse; office buildings
7 & 8	276830-1960 (7) 276830-1965 (8)	1460 NW 49th Street (7) 1462 NW 49th Street (8)	Haight Roofing	Haight Roofing Company, Inc. [inactive since Jan. 2011]	Property tax bill address: 4910 15th Avenue NW Seattle, WA 98107 ♦ Shelleen A. Haight is President, Secretary & Treasurer of Haight Roofing Company -- See # 5 & 6 above for contact information.	Property 7: parking  Property 8: vacant (industrial)
9	276830-1975	1464 NW 49th Street	Michael's Automotive Marine [Dept. of Revenue says this business closed 1991]	Michael R. Moi and Estate of Sherry D. Moi	Property tax bill address: 4900 15th Avenue NW Seattle, WA 98107 (appears to be alternative address to 1464 NW 49th Street) ♦Found residence listing for Michael R. Moi: 3843 26th Avenue West Seattle, WA 98199 Phone: 206-285-7955	storage warehouse; garage/service repair; office

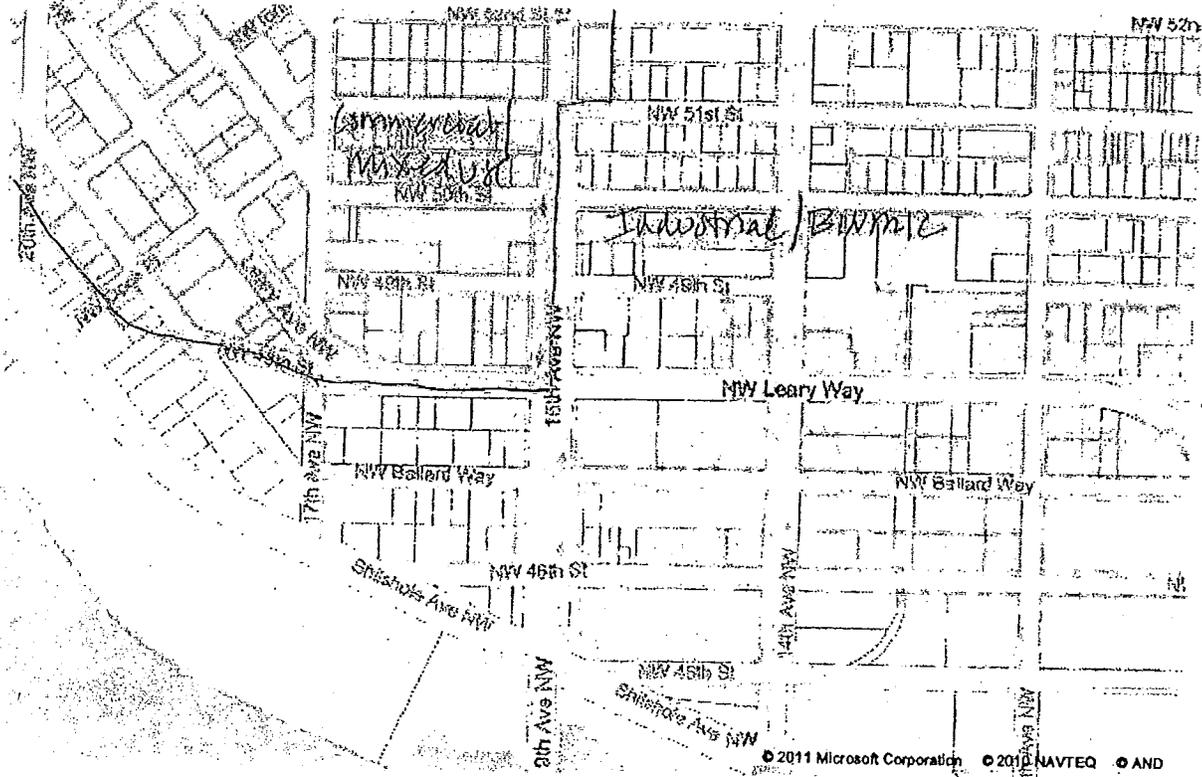
# on map	Tax parcel number	Site address	Property Name	Owner	Contact information	Present Use
10	276830-1860	5000 15th Avenue NW	Les Schwab Tire	Thomas J. and Ann Louise Mulholland, Trustees under Thomas and Ann Mulholland Living Trust dated September 9, 1996	Property tax bill address: 5000 15th Avenue NW Seattle, WA 98107 ♦Found residence listing for Tom and Ann Louise Mulholland: 2318 N. 172nd Street Seattle, WA 98133 Phone: 206-361-6814 [ <i>&amp; possibly also 206-364-6821</i> ]	garage, service repair
11	276830-1865	5000 15th Avenue NW	Les Schwab Tire	John P. Petrie and Donna P. Millard, Tenants in Common	Property tax bill address: 5013 15th Avenue NW Seattle, WA 98107 ♦Found listing for above address for John Petrie and Donna Millard Phone: 206-789-4470 ♦Above tax bill address is for another parcel also owned by John Petrie and Donna Millard (tax parcel 276770-1750) located kitty corner across 15th Ave. from site address. This parcel has Mac's Upholstery (address 5011 15th Avenue NW) and an apartment. Property tax bill address: Louie's Ltd. 149 NW 144th Street Seattle, WA 98177 ♦Found residence listing for Laurence T. Louie at above address. Phone: 206-367-6407 ♦Louie's Ltd. operates under dba "Louis's Cuisine of China". 5100 15th Avenue NW Seattle, WA 98107 Phone: 206-782-8855	tire store
12	276830-1755	5020 15th Avenue NW	parking	Laurence T. Louie		parking



15th Ave NW

also owned by Payne/Millard

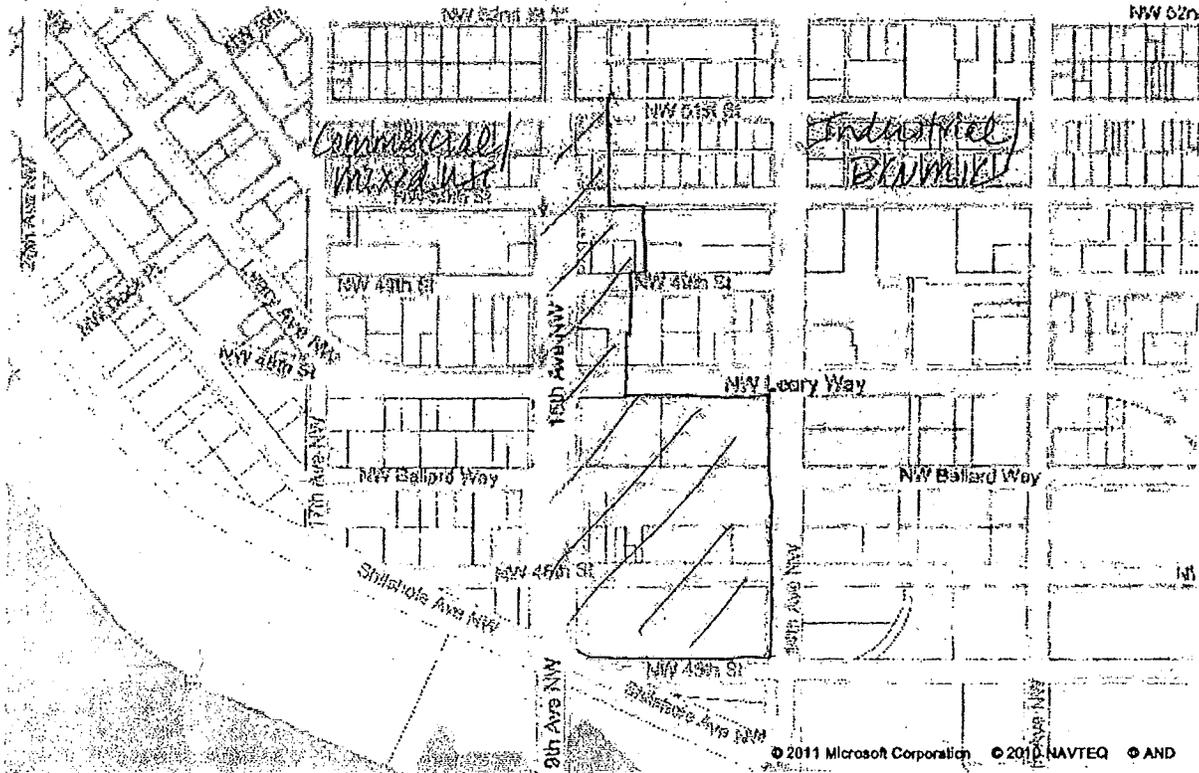
276770 BLK



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*Attachment C - Existing Comprehensive Plan Designations*



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 - proposed commercial/mixed use

Attachment D proposed Comprehensive Plan Designations.

Proposed Amdt. #13

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 12, 2011**

Applicant: **Port 106 LLC**

Mailing Address: **2400 N. 45<sup>th</sup> Street, #100**

City: **Seattle** State: **WA** Zip: **98103** Phone: **206-447-0303**

Email: **kenta@kauri.com**

Contact person (if not the applicant): **Kent Angier (same contact info as above)**

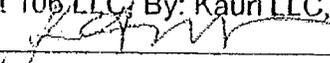
Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**1600 W. Armory Way, Parcel Nos. 2771600910 and 2771600911**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant **Port 106 LLC**, By: **Kauri LLC**, Managing Member

Signature: By: 

Date: 5/12/11

Attachment A

**REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

**The proposed amendment is a change to the Future Land Use Map ("FLUM") for the property located generally at 1600 W. Armory Way. The amendment would change the comprehensive plan's designation of the property from "Ballard/Interbay Manufacturing Industrial Center/Industrial" ("BINMIC") to "Mixed Use/Commercial." The proposed amendment would only amend the FLUM; it would not include a comprehensive plan text amendment.**

a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

**The proposal does not propose to change the text of the comprehensive plan.**

b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

**The proposal does not propose to change the text of the Seattle Municipal Code.**

c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**Please see attached. Attachment B describes the existing condition; Attachment C describes the proposed change.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Attachment A

**The comprehensive plan currently designates the property as "Industrial/BINMIC." Due to the nature of the property, the property should be redesignated to "Mixed Use/Commercial." Please see below.**

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The property was sold by the Armory to the Northwest Center as excess property for use as the Northwest Center's office and distribution facility. Northwest sold the property to the Seattle Monorail Project; the property was planned to be a monorail station. Following the collapse of the Monorail Project, the Monorail sold the property to the present owner, who has struggled to find an industrial use/user for the property. The property is currently an outpost of industrial/BINMIC designation that is located adjacent and to the south of the Interbay Golf Center (designated mixed use/commercial), adjacent and to the east of several retail establishments fronting 15<sup>th</sup> Avenue W (designated mixed use/commercial), and to the north of the Whole Foods and Seattle Animal Shelter complexes (in commercial use). It is also north of the existing Armory property. Much farther to the South the Port of Seattle operates Terminal 91. On the other side of the Interbay Golf Course, the Interbay neighborhood has been substantially upzoned to allow mixed use/residential development and is undergoing a revitalization and redevelopment. The first new mixed use project in Interbay is currently under review by the City (3040 17<sup>th</sup> Ave W), and at least one other mixed use project is also planned in the Interbay neighborhood. The community will be benefited by the change because it will allow redevelopment of an underused parcel surrounded by non-industrial uses in a developing neighborhood.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The proposal complies with the following Comprehensive Plan goals and policies:**

**Goal LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix**

Attachment A

of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

*Response: The change to commercial/mixed use on this property will allow the expansion of the neighboring C1 zone, creating additional commercial depth along 15<sup>th</sup> Avenue West.*

**Policy LU103: Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.**

*Response: The result of the proposal would be to extend the existing Interbay business and mixed use district.*

**LU134: Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity.**

*Response: The property is located adjacent to Commercial zones on two sides, and industrial zones on two other sides. To the south of the property is located the Whole Foods and Seattle Animal Shelter, which are commercial uses located in industrial zones. The property is buffered from residential uses on the east slope of Queen Anne hill by 15<sup>th</sup> Avenue West and by other commercial uses.*

**The property is inconsistent with the following industrial lands-related goals and policies:**

**LU140 Designate industrial areas where:**

**1) The primary functions are industrial activity and industrial-related commercial functions**

*Response: No. The primary function of this area is no longer industrial. The property includes office tenants, the Emerald City Basketball Club (recreational tenant), a gaming club, and similar office/retail/non-industrial types of tenants.*

**2) The basic infrastructure needed to support industrial uses already exists.**

*Response: No. The types of infrastructure necessary to sustain industrial uses are not available on the property. The property is near a rail line, but has no direct access. The property is located behind a row of commercial uses fronting 15<sup>th</sup> Avenue W, and is an isolated patch of industrially-designated property between those*

Attachment A

commercial uses and the Interbay Golf Center. Directly to the south of the property are located Whole Foods and the Seattle Animal Shelter, which are designated as industrial but are commercial uses. The Armory is also located to the south of the parcel.

**3) Areas are large enough to allow the full range of industrial activities to function successfully.**

*Response: The property is a large parcel but lacks the infrastructure needed for successful industrial uses.*

**4) There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.**

*Response: No. Adjacent users are retail/commercial users.*

**BI-P3: Retain existing businesses within the BINMIC and promote their expansion.**

*Response: The property is no longer in industrial use, and instead includes several office and/or retail/commercial uses.*

**BI-P12: Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.**

*Response: The property has no direct access to water, and water-dependent uses are therefore not able to be located on the property.*

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

*Response: The applicant has not yet meet with the community regarding this amendment.*

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;

**Response: The amendment is appropriate for a Comprehensive Plan amendment because it is a proposed change to the FLUM.**

Attachment A

- The amendment is not better addressed as a budgetary or programmatic decision;

**No. The amendment is addressed by a FLUM amendment.**

- The amendment is not better addressed through another planning process, such as neighborhood planning; or

**No neighborhood planning process in the BINMIC or the Interbay Neighborhood is planned or underway.**

- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

**No; this amendment is not related to the 10-year plan requirements such as capital facilities or transportation planning.**

B. The amendment is legal - the amendment meets existing state and local laws.

**Yes. The change to the FLUM is authorized by the Growth Management Act and the Seattle Municipal Code.**

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;

**Yes. The amendment is proposed as part of the annual amendment process, and Council will obtain the information necessary for an informed decision.**

- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;

**Yes. It is assumed that Staff gives itself enough time through the annual amendment process to develop policy in support of this proposal.**

- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;

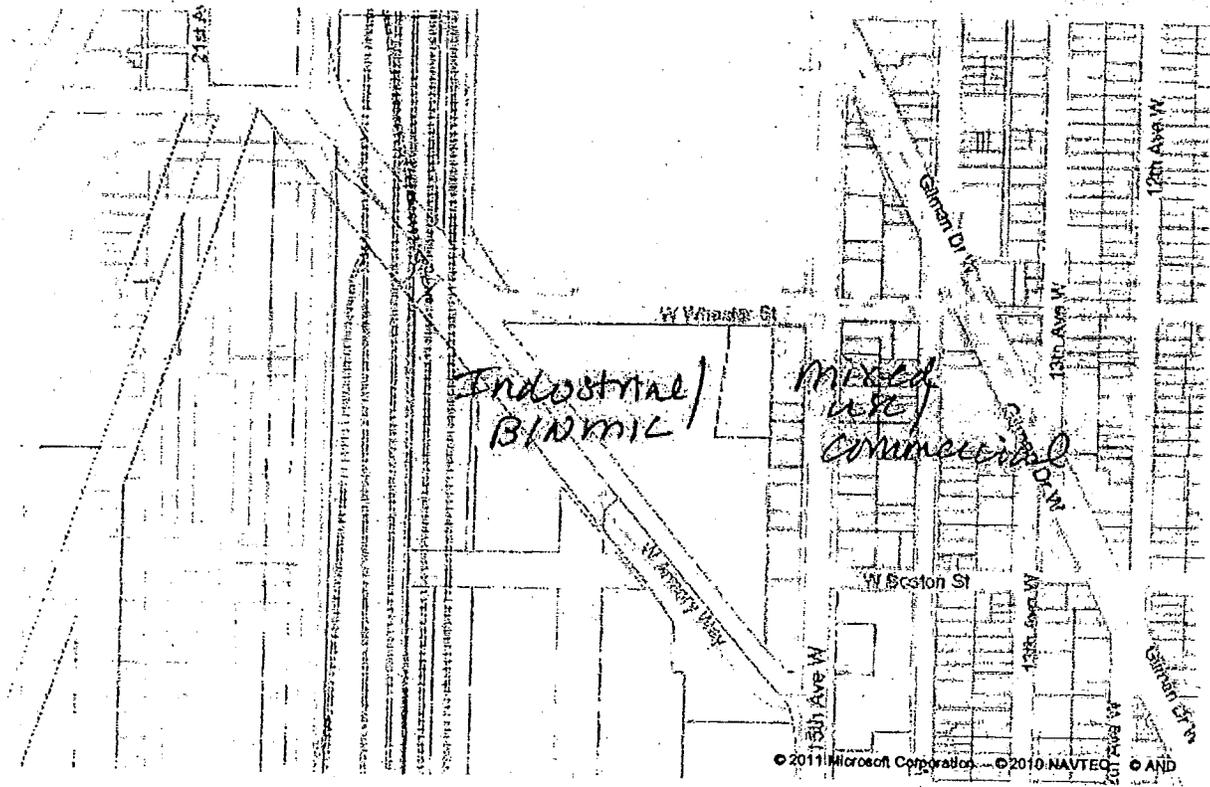
**Yes. The proposal is consistent with the Comprehensive Plan policies regarding industrial properties and adjacent uses.**

- The amendment has not been recently rejected; and

**The amendment has not been proposed.**

- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

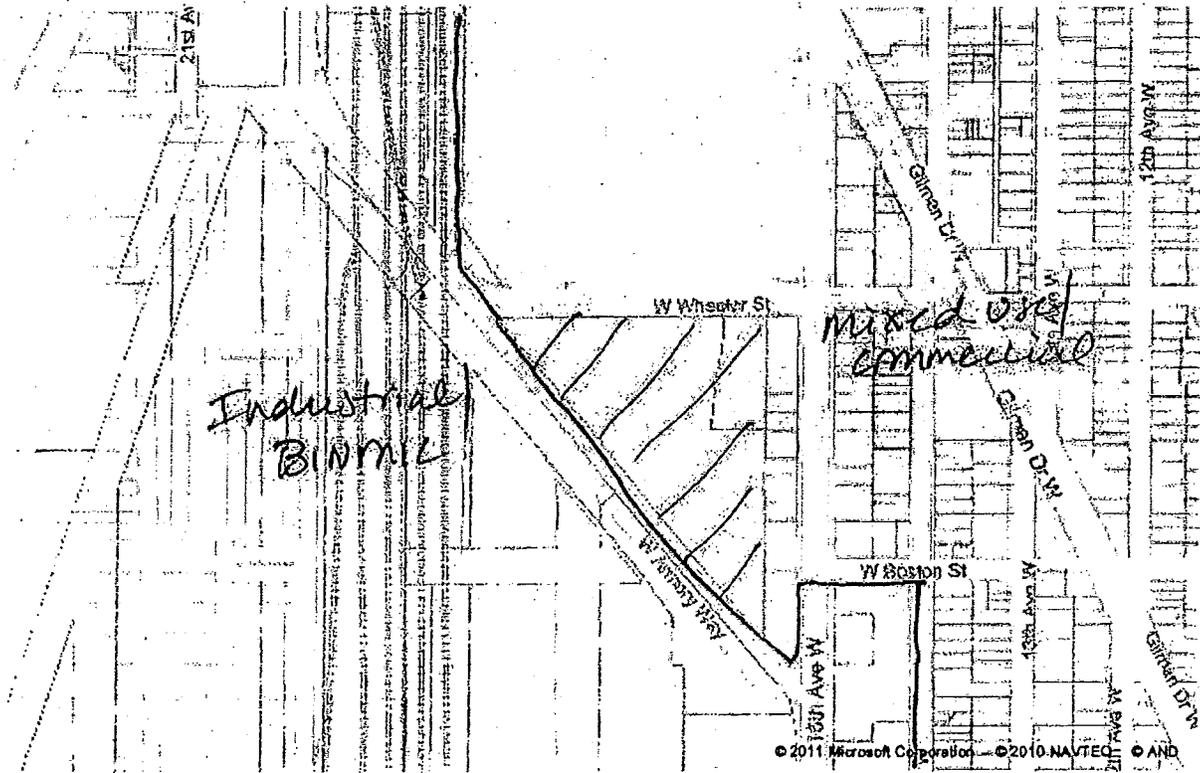
**There is no proposed change to neighborhood planning policies.**



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*Attachment B: Existing comp plan designations*



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*Attachment C: Proposed comp plan designations*

*□: parcels to be changed to mixed use/ commercial and taken out of the BIOMC.*

Proposed Amdt. #14

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies; future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: **May 12, 2011**

Applicant: **AnMarCo**

Mailing Address: **9125 10<sup>th</sup> Avenue South**

City: **Seattle** State: **WA** Zip: **98108** Phone: **206-762-9125**

Email: **jblais@gmccinc.com**

Contact person (if not the applicant): **Rich Hill**

Mailing Address: **c/o McCullough Hill Leary, 701 5<sup>th</sup> Ave Suite 7220 Seattle 98104**

Email: **rich@mhseattle.com, or Jessie@mhseattle.com**

City: **Seattle** State: **WA** Zip: **98104** Phone: **206-812-3388**

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary)

**Pier One property, generally located at 2130 Harbor Ave SW, including parcel nos. 7666705250, 7666705255, and 7666705472.**

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: 

Date: 5/16/2011

Attachment A

**REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application**

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.

The proposed amendment is a change to the Future Land Use Map ("FLUM") for the property known as the Pier One property, located generally at 2130 Harbor Avenue SW. The amendment would change the comprehensive plan's designation of the property from "Industrial/Greater Duwamish Manufacturing Industrial Center" to "Mixed Use/Commercial." The proposed amendment would only amend the FLUM; it would not include a comprehensive plan text amendment.

- a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

**N/A. The proposal does not propose to change the text of the comprehensive plan.**

- b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.

**N/A. The proposal does not propose to change the text of the Seattle Municipal Code.**

- c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.

**Please see attached.**

2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

Attachment A

**The comprehensive plan currently designates the property as "Industrial/Greater Duwamish Manufacturing/Industrial Center."**

3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?

**Please see below.**

4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

**The property is currently located in an "island" of industrial/MIC comprehensive plan designation that exists along Harbor Avenue SW, and is directly adjacent to commercial/mixed use designated property. Impacts to the geographic area will be positive, as it will allow the redevelopment of a currently vacant industrial property to conform to the commercial/mixed use character of the Harbor Avenue corridor. The site is not ideal for industrial users due to unfavorable access to the street, unfavorable access to the water, and unfavorable access to the adjacent rail. Much of the property has been vacant since it was purchased by AnMarCo in 1992. The Port of Seattle sold the property to AnMarCo, as the Port found the property unusable for its purposes. Since the time of purchase, it has been actively marketed for industrial uses, but has not been able to attract industrial tenants due to the property's limitations. The comprehensive plan amendment is the first step in allowing redevelopment of the property as a nonindustrial use, which will result in a positive net benefit to the community by cleaning up a current vacant eyesore and transforming the property into a usable, vibrant development with ample access to the shoreline.**

5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

**The proposal complies with the following Comprehensive Plan goals and policies:**

**Goal LUG17: Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.**

Attachment A

*Response: The change to commercial/mixed use on this property would allow the expansion of the neighboring C1 and NC3 zones, which will help extend the existing business corridor to the south along Harbor Way. It will essentially help "patch a hole" in the existing Harbor Avenue streetscape in this location.*

**LUG19: Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.**

*Response: Both the C1 and NC3 zoning designations would allow the development of some amount of housing to provide residents in this area.*

**Policy LU103: Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.**

*Response: The result of the proposal would be to extend the existing business and mixed use district to patch an existing "hole" in the continuity of the business and residential environment along Harbor Avenue.*

**In addition, the area is currently inconsistent with the following industrial lands-related goals and policies, which is another reason to redesignate the property:**

**LUG28: Prevent incompatible activities from locating in close proximity to each other.**

*Response: Maintaining the current industrial/MIC designation results in an island of industrial area, which would necessarily locate incompatible industrial activities directly adjacent to mixed use and commercial areas.*

**LU140 Designate industrial areas where:**

**1) The primary functions are industrial activity and industrial-related commercial functions**

*Response: The primary function of this area is no longer industrial, but is instead mixed use/commercial. The property is adjacent to Salty's (a non-industrial use) and a park (a non-industrial use); across the street is mixed use/commercial uses.*

**2) The basic infrastructure needed to support industrial uses already exists.**

*Response: No. It has been difficult to obtain industrial tenants for the property because the types of infrastructure necessary to sustain industrial uses in this area is not available. The site is not accessible to the adjacent rail line due to the intervening road to Jack Block Park, and the northern portion of the site that is*

Attachment A

directly adjacent to rail is too small to allow any type of meaningful rail use. BNSF has also not been amenable to allowing rail access from the Pier One property. As to industrial uses accessible by water, the wave and tidal action in this location during ¾ of the year (all except the summer months) make water-related industrial uses very difficult. Finally, the access to the site is substandard for industrial trucks.

**3) Areas are large enough to allow the full range of industrial activities to function successfully.**

*Response: The property is an island of industrial area sandwiched between commercial and mixed use properties. The parcel is long and skinny, and is sandwiched between rail and the water, making it impossible to locate industrial activities in this location.*

**4) There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.**

*Response: No. If heavy industrial activity were to occur on this property, as contemplated by the comprehensive plan, neighbors to the property (Salty's, residential properties to the west) would complain. It is surrounded by lower intensity, mixed use and commercial uses.*

**LU157: Include under the General Industrial designation those areas most suited to industrial activity, where the separation from residential and pedestrian-oriented commercial areas is sufficient to mitigate the impacts associated with industrial uses.**

*Response: No. The area is not well-suited to industrial activity as it is directly adjacent to residences and pedestrian-oriented activities and businesses. Harbor Avenue is a major biking and walking area which makes conflicts between large trucks and pedestrians/bikers very difficult.*

**GD-P5: Limit the location or expansion of non industrial uses, including publicly sponsored non-industrial uses, in the Duwamish MIC.**

**GD-P6: Strive to separate areas that emphasize industrial activities from those that attract the general public.**

*Response: The property is located between Salty's Restaurant, Jack Block Park, and is located along Harbor Ave SW, a major biking and pedestrian way. The property is therefore between areas that attract the general public and create conflicts between industrial users and the public.*

**GD-G5: Land in the Duwamish MIC is sufficient to allow an increase in the number of family-wage industrial jobs that can be filled by workers with diverse levels of education and experience.**

**GD-G7: the City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish MIC when considering the siting of public uses there.**

*Response: Taking this property out of the MIC will not negatively impact this goal. The property has been largely vacant since 1992 and has been unable to attract industrial tenants due to its major site constraints. The City and the Port recognized that this use is no longer suitable for industrial uses when it created Jack Block Park to the south, and when the Port sold the property.*

**GD-P8: Strive to protect the limited an non-renewable regional resource of industrial, particularly waterfront industrial, land from encroachment by non-industrial uses.**

*Response: The property has already been encroached upon by non-industrial users (Salty's Restaurant, Park), and is not suitable for industrial uses. It was sold by the Port as not suitable for port purposes in 1992.*

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

*Response: AnMarCo has not yet met with the community regarding this amendment, but has met with several councilmembers, who were supportive of the idea of a non-industrial use in this location.*

#### **Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

A. The amendment or policy is appropriate for the Comprehensive Plan because:

- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;

**Response: The amendment warrants a Comprehensive Plan amendment as it is a large parcel not in use consistent with its current FLUM designation. See Policy LU2.**

- The amendment is not better addressed as a budgetary or programmatic decision;

**This matter can only be addressed through a FLUM amendment.**

Attachment A

- The amendment is not better addressed through another planning process, such as neighborhood planning; or

**No neighborhood planning process for this area is planned or underway; changing the designation of this property will not negatively impact the Duwamish MIC plan.**

- The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.

**No; this amendment is not related to the 10-year plan requirements such as capital facilities or transportation planning.**

B. The amendment is legal - the amendment meets existing state and local laws.

**Yes. Both the Growth Management Act and the Seattle Municipal Code authorize the City to change its FLUM in this manner. Failure to change the FLUM will result in the property's inconsistency with its current FLUM designation.**

C. It is practical to consider the amendment because:

- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;

**Yes. The amendment is proposed as part of the annual amendment process. It is assumed that the Council gives itself enough time to obtain the sufficient information necessary for an informed decision if it doesn't have this information already.**

- City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;

**Yes. It is assumed that Staff gives itself enough time through the annual amendment process to develop policy in support of this proposal.**

- The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;

**Yes. The applicant has met with several Councilmembers regarding this proposal and they are tentatively in favor of a non-Industrial use on this parcel. It is the Comprehensive Plan's policy to not create "islands" of certain designations within the FLUM, as is the current situation with this property. As stated above, the proposal is consistent with the Comprehensive Plan policies regarding industrial properties and adjacent uses.**

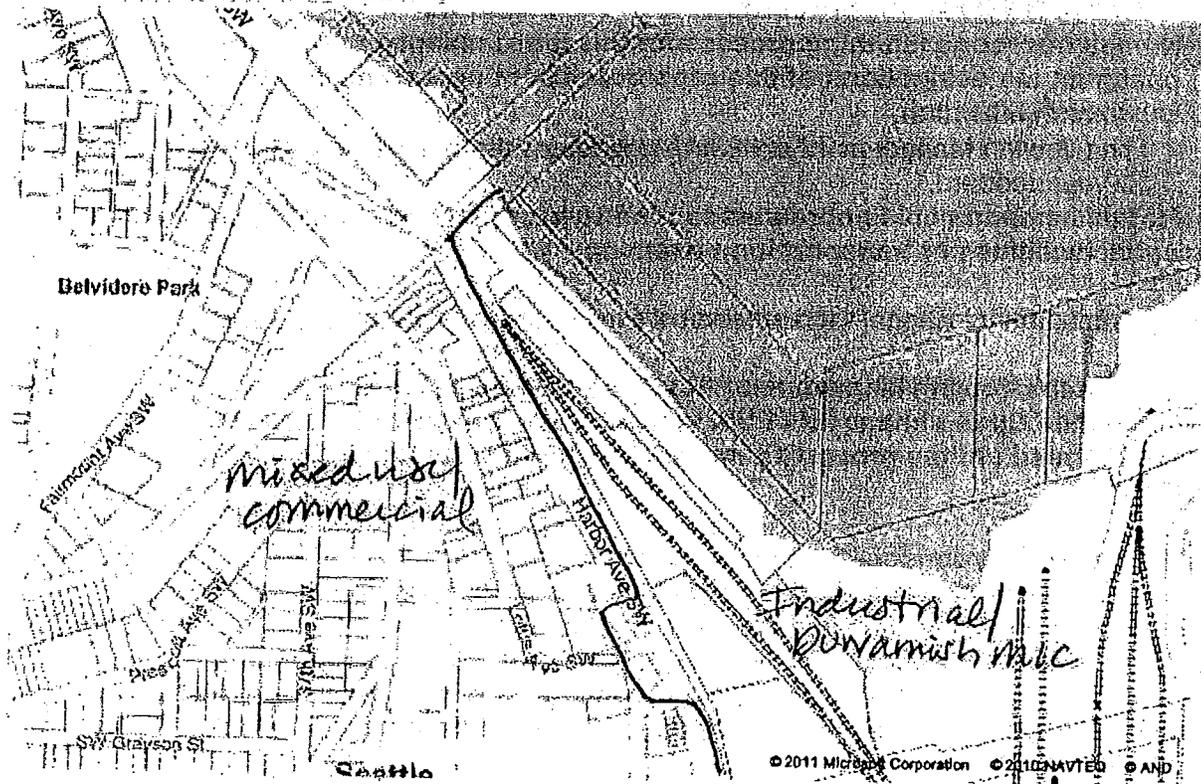
- The amendment has not been recently rejected; and

**The amendment has not been recently rejected.**

- If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

**There is no proposed change to neighborhood planning policies.**

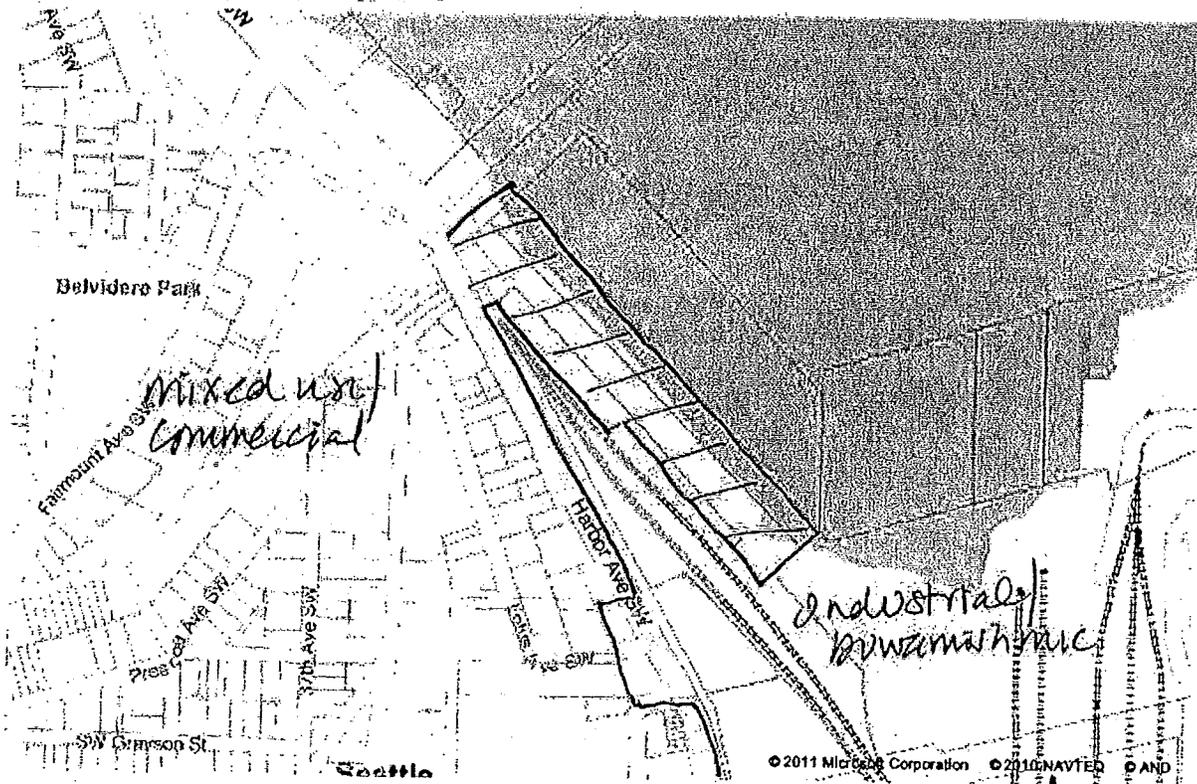
Attachment A



**Displaying layers:**  
 Parcels  
 Urban Villages

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*Attachment B: Current comp plan designations*



**Displaying layers:**  
 Parcels  
 Urban Villages

No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.  
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Attachment C: Proposed comp plan designation change.

: area proposed to be changed to mixed use/comm. and taken out of the Burienish MLC.

Proposed Amdt. #15

**City of Seattle**  
**COMPREHENSIVE PLAN AMENDMENT APPLICATION – 2011-2012**

Use this application to propose a change in the policies, future land use map, appendices, or other components of the adopted City of Seattle Comprehensive Plan. Applications are due to the Seattle City Council no later than **5:00 p.m. on May 16th** for consideration in the next annual review cycle. Any proposals received after May 16th will be considered in the review process for the following year.

(Please Print or Type)

Date: MAY 16, 2011

Applicant: AMIR MOAZZAMI (CAMERON JOHNSTON)

Mailing Address: 1009 NE 73<sup>RD</sup> STREET (2504 62ND ST SE, EVERETT)

City: SEATTLE State: WA Zip: 98115 Phone: 206-228-2647 (MOAZZAMI)

Email: amir.moazzammi@kingcounty.gov

Contact person (if not the applicant): Robert W. Thorpe, AICP (R.W. Thorpe & Assoc)

Mailing Address: 7438 SE 27<sup>th</sup> STREET

Email: [rwta@rwta.com](mailto:rwta@rwta.com) (or Lindsay Diallo at [ldiallo@rwta.com](mailto:ldiallo@rwta.com))

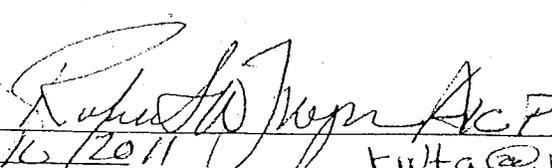
City: MERCER ISLAND State: WA Zip: 98040 Phone: 206-624-6239

Name of general area, location, or site that would be affected by this proposed change in text (attach additional sheets if necessary) SEE ATTACHED MAP

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant

Signature: 

Date: 05/16/2011

[rwta@rwta.com](mailto:rwta@rwta.com)

Attachment A

## REQUIRED QUESTIONNAIRE: Comprehensive Plan Amendment Application

Please answer the following questions in text and attach them to the application. Supporting maps or graphics may be included. Please answer all questions separately and reference the question number in your answer. The Council will consider an application incomplete unless all the questions are answered. When proposing an amendment, you must show that a change to the Comprehensive Plan is required.

1. Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish. Include the name(s) of the Comprehensive Plan Element(s) (Land Use, Transportation, etc) you propose to amend.
  - a. If the amendment is to an existing Comprehensive Plan goal or policy, and you have specific language you would like to be considered, please show proposed amendments in "line in/line out" format with text to be added indicated by underlining, and text to be deleted indicated with strikeouts.
  - b. If the proposed amendment would also require a change to the Seattle Municipal Code (SMC), please indicate the SMC section(s) needing amendment. If you have specific language you would like to be considered, please show proposed edits to the SMC in "line in/line out" format as described above.
  - c. If the amendment is to the Future Land Use Map, please provide a map that clearly outlines the area proposed to be changed.
2. Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.
3. Describe why the proposed change meets the criteria adopted in Resolution 30662 for considering an amendment to the Comprehensive Plan. The criteria are listed at the end of this application form. Is a Comprehensive Plan amendment the best means for meeting the identified public need? What other options are there for meeting the identified public need?
4. What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?
5. How would the proposed change comply with the community vision statements, goals, objectives, and policies of the Comprehensive Plan? Please include any data, research, or reasoning that supports the proposed amendments.

Attachment A

6. Is there public support for this proposed text amendments (i.e. have you conducted community meetings, etc.)? Note: The City will provide a public participation process, public notice, and environmental review for all applications.

N2nd

**Criteria for Comprehensive Plan Amendment Selection (from Resolution 30662)**

The following criteria will be used in determining which proposed Comprehensive Plan amendments will be given further consideration:

- A. The amendment or policy is appropriate for the Comprehensive Plan because:
- The amendment is not appropriate as a regulatory measure, and warrants a Comprehensive Plan amendment;
  - The amendment is not better addressed as a budgetary or programmatic decision;
  - The amendment is not better addressed through another planning process, such as neighborhood planning; or
  - The Growth Management Act (GMA) mandates the amendment as part of the 10-year update.
- B. The amendment is legal - the amendment meets existing state and local laws.
- C. It is practical to consider the amendment because:
- The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision;
  - City staff will be able to conduct sufficient analysis and to develop policy and any related development regulations within the available time frame;
  - The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy;
  - The amendment has not been recently rejected; and
  - If the proposed change is to neighborhood plan policies, there has been a neighborhood review process to develop the proposal, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

Attachment A

## RESPONSE TO REQUIRED QUESTIONNAIRE

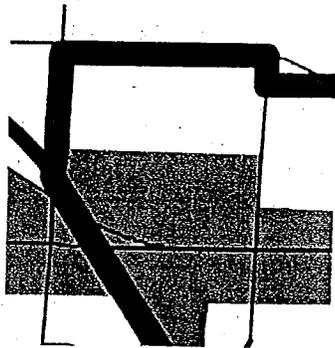
1. The proposed amendment is to change the Future Land Use designation from single-family to commercial. Pursuant to goals and policies in the Comprehensive Plan and corresponding Neighborhood Plan, the amendment and subsequent rezone (to NC3-35) would provide a transition between higher intensity commercial uses and single-family residential uses, while providing housing in close proximity to shopping, services, and employment and providing business and employment opportunities.
  - a. N/A
  - b. N/A
  - c. See Attached Proposed Future Land Use Map (in proximity to the subject property)
2. The Comprehensive Plan currently permits "upzones of land designated single-family and meeting single-family rezone criteria." The change to the Future Land Use Map is within that criteria.
3. The proposed designation change is not appropriate as a regulatory measure, and will not be better addressed as a budgetary or programmatic decision or through another planning process. The proposal is within GMA mandate. It meets State and Local laws, and is practical to consider.
4. The proposal will result in a smoother transition between the existing high-intensity commercial area and single-family neighborhood. The main impact may be increased traffic.
5. Please see the attached "COMPATABILITY MATRIX". The matrix identifies specific goals and policies from both the Comprehensive Plan and the Roosevelt Residential Urban Village Plan and provide reasoning that supports the proposed map amendment.
6. The majority of the public has not yet been informed of this proposal. The applicant plans to conduct neighborhood meetings to elicit support for the change, and has obtained the support of the neighbor adjacent to their property (lot also included in proposed change).

**COMPATIBILITY MATRIX**

Comprehensive Plan Policy:	Response:
<p><b>LU59</b> Permit upzones of land designated single-family and meeting single-family rezone criteria, only when all of the following conditions are met:</p> <ul style="list-style-type: none"> <li>• The land is within an urban center or urban village boundary.</li> <li>• The rezone is provided for in an adopted neighborhood plan.</li> <li>• The rezone is to a low-scale single-family, multifamily or mixed-use zone, compatible with single-family areas.</li> <li>• The rezone procedures are followed.</li> </ul>	<ul style="list-style-type: none"> <li>• The subject site is within the Roosevelt Residential Urban Village</li> <li>• Upzoning has been considered in the Neighborhood Plan.</li> <li>• The rezone is to a mixed-use commercial (NC) zone and will provide a transition between single-family and commercial areas.</li> <li>• Rezone procedures will be followed.</li> </ul>
<p><b>LUG20</b> Encourage diverse uses that contribute to the city's total employment base and provide the goods and services needed by the city's residents and businesses to locate and remain in the city's commercial areas.</p>	<p>The proposed use will include both commercial/retail/office on the street level and residential uses on the upper levels. This will contribute to the City's total employment base, provide goods and services and provide housing in an area that is adjacent to commercial on two sides and single-family on the other two sides.</p>
<p><b>LU113</b> Allow residential use in commercial areas to encourage housing in close proximity to shopping, services, and employment opportunities. Encourage residential uses in and near pedestrian-oriented commercial areas to provide housing close to employment and services.</p>	<p>The amendment (and subsequent rezone) would <b>provide the opportunity to provide residential and commercial uses (mixed use)</b> on a single property, and provide a transition between the existing commercial and single-family uses.</p>
<p><b>LU120</b> Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to:</p> <ul style="list-style-type: none"> <li>• Further the urban village strategy's goals of focusing growth in urban villages;</li> <li>• Accommodate the desired functions and intensity of development;</li> <li>• Provide a compatible scale relationship with existing development; and</li> <li>• Address potential view blockage.</li> <li>• Establish predictable maximum heights that respond to varying topographical conditions.</li> </ul>	<p>The proposed height limit on the property is 35-feet. This will provide a transition between the 40-foot limit on properties to the north and west and the 30-foot (or 25-foot if the lot is 30-feet or less in width) limit in the single-family zone to the south and east. This will <b>improve the scale relationship between the two existing zones.</b></p>

<p>Roosevelt Residential Urban Village Plan Goals &amp; Recommendations:</p>	<p>Response:</p>
<p>Develop neighborhood-based design guidelines that encourage new developments to step down in height at transitions between commercial and residential uses.</p>	<p>The proposed designation change will serve as a <b>transition between existing commercial and residential uses.</b></p>
<p>Upzoning some low-density multifamily areas to provide a transitional zoning between the NC zones and low-scale residential uses . . .</p>	<p>While the proposal is an upzone from single family to neighborhood commercial, the proposed height limit will provide a <b>transition between the commercial uses to the north and west and the single-family uses to the south and east.</b></p>
<p>Protect and preserve the neighborhood's single-family character while accommodating the 25% increase in housing units expected in the next twenty years.</p>	<p>While the lot is currently a single-family use, the character of the block is a mix of commercial and single-family residential. The subject properties are directly across the street from a busy parking garage entrance that serves the supermarket on that block. The proposal will provide a transition between the single-family uses and the commercial uses on the same block, while protecting the character of the neighborhood.</p>
<p>. . . maintain the wide range of housing and family types needed to support an eclectic and diverse neighborhood.</p>	<p>The proposal would serve a broader range of family types.</p>
<p>Investigate contract zoning and development incentives that will encourage redevelopment of key parcels in conformance with community design principles.</p>	<p>The proposal is an amendment that will eventually lead to a contract rezone to redevelop the lot in conformance with the overall goals of the community plan.</p>
<p>Upzones in selected residential zones bordering commercial areas to create transition zones that soften building scale changes between these zones were studied . . . deferred for further study prior to light rail station construction.</p>	<p>The proposed upzone from residential to neighborhood commercial, bordering commercial properties will create a transition and soften the building scale between the two. The proximity of the subject site between the proposed light rail station and the north gateway to the community, as well as its location across from a large commercial project and only two blocks southeast from a major Metro bus stop (meeting 15-minute headway standard for Transit Oriented Development), makes the <b>site an appropriate candidate for upzoning and "Transit Oriented Development."</b></p>

**EXISTING FUTURE  
LAND USE MAP**

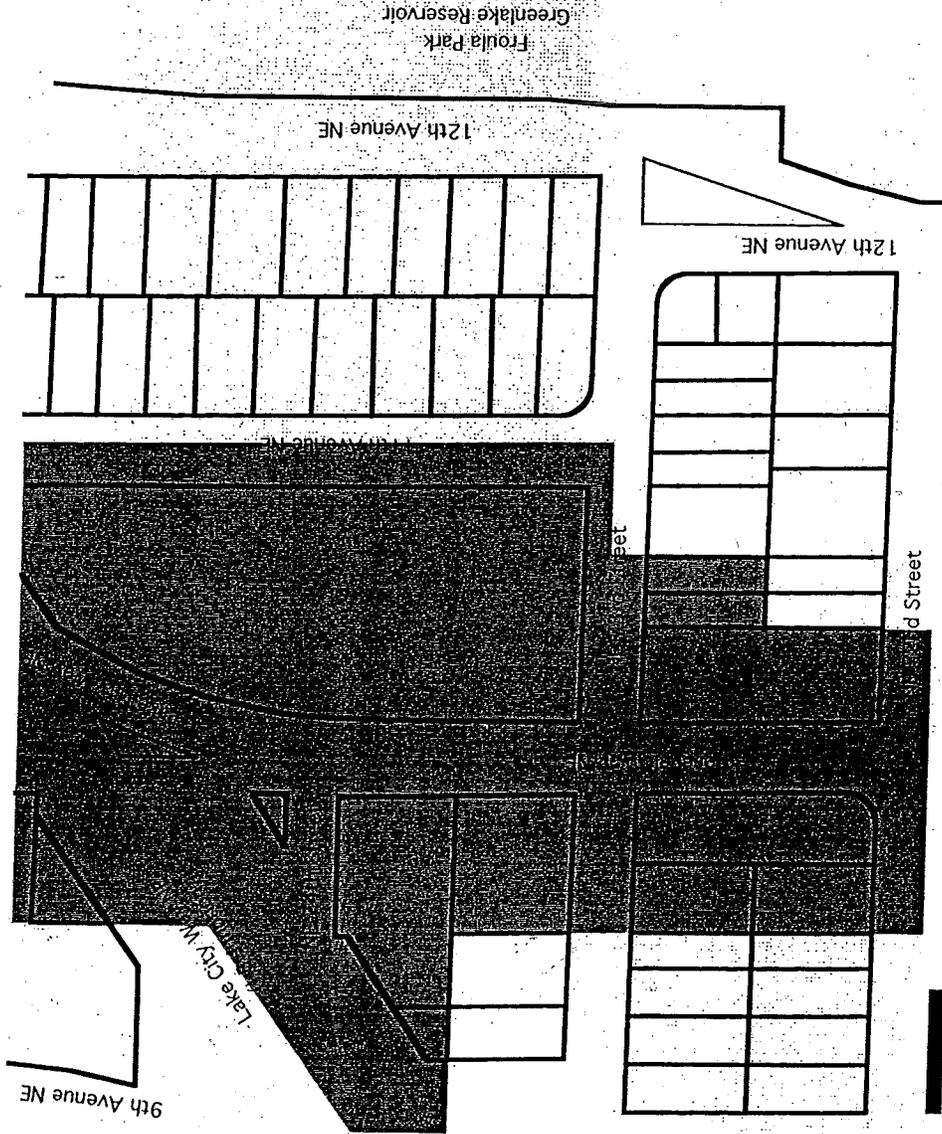


NOT TO SCALE

**LEGEND**

- City-Owned Open Space
- Single Family Residential Areas
- Multi-Family Residential Areas
- Commercial / Mixed Use Areas
- Downtown Areas
- Industrial Areas
- Major Institutions

**PROPOSED FUTURE LAND USE MAP**



**NE 73rd @  
Roosevelt**  
Comprehensive Plan  
Future Land Use  
Map Amendment

Seattle, Washington  
(King County)  
Parcels: 671870032, 671870033,  
671870031, & 671870030

**R.W. Thorpe  
& Associates, Inc.**  
Seattle, Washington

Principal: Robert Thorpe  
Principal: Catherine Johnson  
Principal: Elizabeth Johnson  
Principal: Michael Johnson

Phone: (206) 461-1000  
Fax: (206) 461-1000  
Email: rthorpe@rwthorpe.com

Project: NE 73rd @ Roosevelt  
Map Amendment  
Map No. 1105032



NORTH

DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

DATE	DESCRIPTION

PROJECT NO. 1105032  
**PROPOSED  
MAP  
AMENDMENT**



Proposed Amdt. #16



**Legislative Department  
Seattle City Council  
Memorandum**

**Date:** June 24, 2011  
**To:** Committee on the Built Environment (COBE)  
**From:** Councilmember Sally Clark  
**Subject:** **Proposed Comprehensive Plan Future Land Use Map (FLUM)  
Amendment in the Roosevelt Neighborhood**

---

**Background**

The Department of Planning and Development (DPD) is in the process of finalizing a legislative rezone proposal for the Roosevelt neighborhood that is likely to be submitted to the Council during the third quarter of 2011. The rezone proposal affects several parcels in the Roosevelt Residential Urban Village, many of which are located in or near the neighborhood's core, which is centered on the intersection of NE 65<sup>th</sup> Street and Roosevelt Way NE.

One location within the Roosevelt Residential Urban Village that is not included in DPD's rezone proposal, but may be appropriate for higher density development, is a small single-family area that is generally bounded by Interstate 5 to the west, Ravenna Boulevard to the south, the alley between 8<sup>th</sup> and 9<sup>th</sup> Avenues NE to the east, and NE 64<sup>th</sup> Street to the north (see Figure 1). Existing land uses in this area include single-family homes, surface parking for the Green Lake park-and-ride, and a stretch of landscaped open space between 8<sup>th</sup> Avenue NE and Interstate 5. All the parcels that comprise this area are currently zoned for single-family residential development on lots measuring at least 5,000 square feet (SF 5000).

Although the built environment in this section of the Roosevelt neighborhood is generally single-family in character, its location along Interstate 5 and Ravenna Boulevard, and adjacency to a large park-and-ride facility, suggest it may be an appropriate site for future multifamily development. However, DPD's forthcoming rezone proposal will not affect any of the parcels located in this section of Roosevelt. This is because the area is currently designated as a single-family residential area on the Comprehensive Plan's Future Land Use Map (FLUM) and, as a result, may not be considered for an upzone from SF 5000.

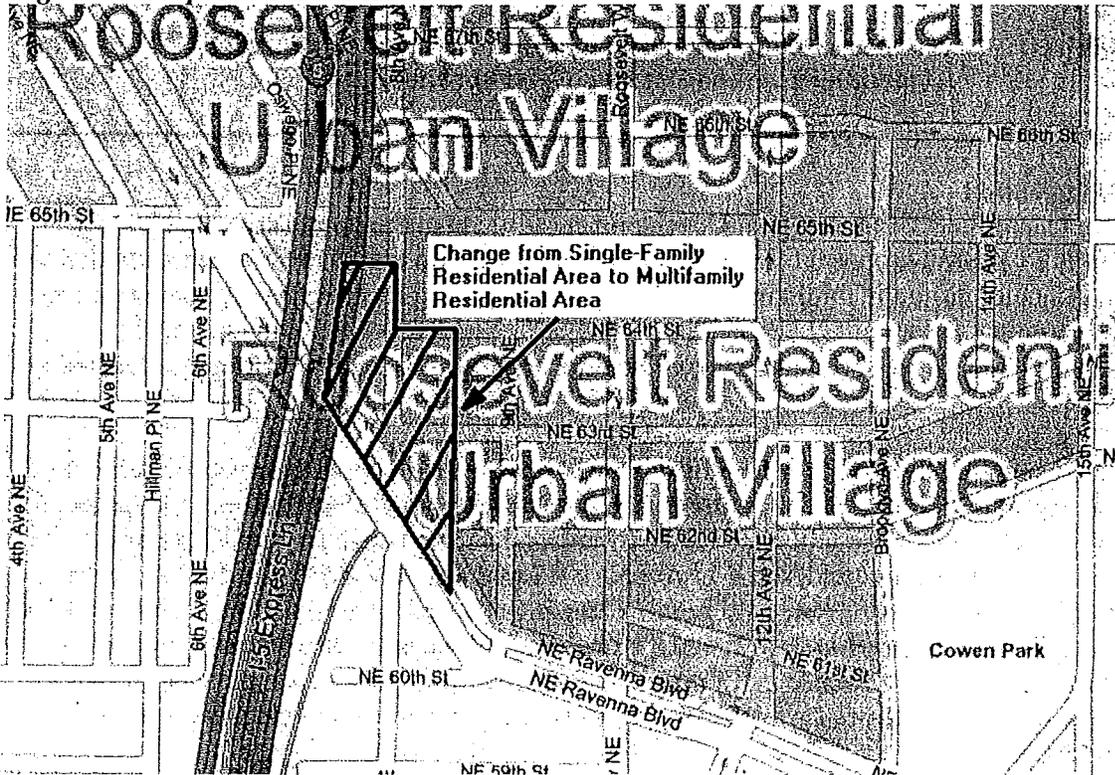
I would like to propose an amendment to the FLUM that would change the future land use designation for the southwest corner of the Roosevelt neighborhood from Single-Family Residential Area to Multifamily Residential Area. The amendment would allow the Council and DPD to consider whether single-family residential development is still the most appropriate future use for these parcels or if they might function better in the future as a low-rise, multifamily zone. Changing the future land use designation for these properties

would not automatically affect their underlying zoning. Rather, it would just allow DPD to consider future proposals to rezone parcels within the amendment area from SF 5000 to a Lowrise (LR) zone.

### Proposed Amendment

The proposed amendment is shown in Figure 1, below. The amendment would revise the FLUM by changing the future land use designation for the southwest corner of the Roosevelt neighborhood from Single-Family Residential Area to Multifamily Residential Area.

Figure 1: Proposed FLUM Amendment



### Application of Amendment Criteria

Resolution 30662 sets out criteria the Council considers in determining whether to include a proposed amendment in the Comprehensive Plan docket-setting resolution. Those criteria seek to answer the following questions:

1. *Is the amendment appropriate for the Comprehensive Plan?*
2. *Does the amendment meet existing state and local laws?*
3. *Is it practical to consider the amendment?*
4. *Has there been a neighborhood review process to develop any proposed change to a neighborhood plan, or can a neighborhood review process be conducted prior to final Council consideration of the amendment?*

Each criterion is discussed below.

1. *Is the amendment appropriate for the Comprehensive Plan?*

A determination of whether a small single-family-designated area is more appropriate for a multifamily designation is consistent with the role of the Comprehensive Plan as a generalized land use plan and cannot be accomplished through other means.

2. *Does the amendment meet existing state and local laws?*

The proposed amendment does not contravene any requirements of the Growth Management Act or compel action that would be illegal under the laws of the City of Seattle, State of Washington, or the United States.

3. *Is it practical to consider the amendment?*

Rezone analysis for the Roosevelt neighborhood is already an established component of DPD's 2011 work program and the docket-setting resolution for the 2011-2012 Comprehensive Plan amendment cycle has not yet been passed by the Council. Thus, it is practical for DPD and the Council to consider this amendment at this time.

4. *Has there been a neighborhood review process to develop any proposed change to a neighborhood plan, or can a neighborhood review process be conducted prior to final Council consideration of the amendment?*

Later this year, COBE expects to review and discuss DPD's legislative rezone proposal for the Roosevelt Residential Urban Village at several Committee meetings and at least one public hearing in the Roosevelt neighborhood. As part of this larger conversation about land use regulations in Roosevelt, COBE will solicit and consider comments from neighborhood residents regarding the content of this proposed Comprehensive Plan amendment.

Proposed Amdt. #17



Legislative Department  
Seattle City Council  
Memorandum

**Date:** June 14, 2011  
**To:** Committee on the Built Environment  
**From:** Councilmember Nick Licata  
**Subject:** Proposed Comprehensive Plan Amendment - No Net Loss of Affordable Housing

**Background**

The regional growth strategy set out in *Vision 2040* and the *King County Countywide Planning Policies* directs 42% of future population growth into metropolitan cities, like Seattle. In May 2010, the Council adopted Resolution 31211, which ratified the decision of the King County Council to allocate approximately 86,000 new housing units and 147,000 new jobs to Seattle to accommodate future population and employment growth. Comprehensive Plan Affordable Housing Goal H30 says that we should plan for at least 20 percent of expected housing growth to be affordable to households earning up to 50 percent of median income (estimated 9,400 affordable units). Without policies in place to meet these goals, growth could come at the expense of lower income households in Seattle who may be displaced by new development serving higher income residents. In years past Seattle had anti-displacement regulations to ensure that new development would result in no net loss of affordable housing. Those protections are no longer in place.

In November 2010, the Council passed Ordinance 123438 updating the *Consolidated Plan for Housing and Community Development* (Consolidated Plan). The update includes direction to the Office of Housing, Council Central Staff, and the Law Department to convene an interdepartmental team, "to consider and develop policy options regarding one-for-one replacement of such housing that is removed as part of public, private or nonprofit development projects."<sup>1</sup> A report by the interdepartmental team is due to the Council by August 2011. These proposed amendments preserve the option for the Council to consider changes to the Comprehensive Plan should the report in August identify options for re-implementing a no net loss of housing policy.

**Proposed Amendments**

1. Amend Urban Village Policy 2.5 (UV 2.5), as follows:

In areas surrounding major transit hubs, except in industrial zones, allow densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs, inclusionary zoning, and other strategies to help ensure the provision of affordable housing. Direct more of the city's housing resources into these areas and when public or private development does occur; ensure, where feasible, there is 1 for 1 replacement of any housing that is removed and at comparable price serving the same household types.

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<sup>1</sup> *Consolidated Plan for Housing and Community Development*. November 2010, p.3.

2. Add a new policy to the Urban Village Element after Urban Village Goal 17 (UVG17), as follows:

Before encouraging more density and growth within urban centers and in other areas of the City, implement strategies that ensure, where feasible, no net loss of very low income and low income housing within those areas.

3. Amend Urban Village Policy 24 (UV 24), as follows:

Limit in manufacturing/industrial areas those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses. Where housing already exists within these areas, ensure 1 for 1 replacement, where feasible, of low income and affordable units that are removed to redevelopment. Offer incentives to ensure replacement or to avoid removal of those units.

4. Amend Urban Village Goal 27 (UVG 27), as follows:

Accommodate concentrations of employment and housing at densities that support pedestrian and transit use and increase opportunities within the city for people to live close to where they work. Ensure, where feasible, existing low income housing that is removed to make way for more growth is replaced 1 for 1 at comparable price.

5. Amend Urban Village Goal 28 (UVG 28), as follows:

Promote the development of residential urban villages, which function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types and a mix of activities that support the residential population. Support densities in residential urban villages that support transit use. Ensure, where feasible, 1 for 1 replacement of low income housing that is removed at comparable price.

6. Amend Urban Village Policy 30 (UV 30), as follows:

Balance objectives for accommodating growth, supporting transit use and walking, maintaining compatibility with existing development conditions, preserving or ensuring, where feasible, 1 for 1 replacement of low income housing, maintaining affordable housing, and responding to market preferences for certain types of housing, through the density and scale of development permitted.

7. Amend Land Use Policy 56 (LU 56), as follows:

Permit, through Council or administrative conditional use approval, planned developments on large sites that allow variations from established standards to promote quality design compatible with the character of the area, enhance and preserve natural features and functions, encourage the construction of affordable housing, allow for development and design flexibility, and protect and prevent harm in environmentally critical areas. Do not consider such developments as sole evidence of changed circumstances to justify future rezones of the site or adjacent single-family zoned properties. Before allowing such developments and where feasible ensure that any low income housing that is removed is replaced 1 for 1 and at comparable price.

8. Amend Land Use Policy 73 (LU 73), as follows:

Balance the objective to increase opportunities for new housing development to ensure adequate housing for Seattle's residents with the equally important objective of ensuring that new development is compatible with neighborhood character and, where feasible, that there is no net loss of existing low income housing opportunities.

9. Amend Land Use Policy 74 (LU 74), as follows:

Establish rezone evaluation criteria that consider: maintaining compatible scale, preserving views, preserving or ensuring, where feasible, 1 for 1 replacement of existing low income housing at comparable price, enhancing the streetscape and pedestrian environment, and achieving an efficient use of the land without major disruption of the natural environment.

10. Amend Land Use Policy 89 (LU 89), as follows:

Allow exceptions to parking development standards to encourage and facilitate development of ground-related housing, avoid creating additional construction costs, and to buffer areas of low intensity development. When allowing these exceptions, if existing low income housing will be removed as a result of such development, require, where feasible, 1 for 1 replacement of that housing at comparable price.

11. Amend Land Use Goal 13 (LUG 13), as follows:

Provide opportunities for infill development in areas already characterized by low-density multifamily development provided that, where feasible, any existing low income housing that may be removed as a result is replaced 1 for 1 at comparable price.

12. Amend Land use Policy 99 (LU 99), as follows:

Because low-income elderly and low income disabled persons create lesser impacts than the general population, allow higher maximum density limits in moderate density multifamily zones for housing these populations to reduce costs and provide sufficient density to make the development of such housing feasible. Ensure, where feasible, 1 for 1 replacement at comparable price of existing "very low income" units that may be removed when zoning exceptions are granted for these "low income" developments.

13. Amend Land Use Policy 145 (LU 145), as follows:

Prohibit new residential uses in industrial zones, except for special types of dwellings that are related to the industrial area and that would not restrict or disrupt industrial activity. Encourage preservation or replacement of low income units that already exist in these areas and require, where feasible, 1 for 1 replacement when granting special exceptions to accommodate new developments in these areas.

14. Amend Land Use Policy 179 (LU 179), as follows:

Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single family areas and preserving the city's existing stock of low income units. Overlays may be established through neighborhood planning. These overlays also should be considered as a tool in areas where there are concentrations of existing low income housing to help preserve or ensure, where feasible, 1 for 1 replacement of those very low income and low income units. Criteria should be considers for inclusion into existing overlays to protect or ensure replace of existing low income units within those areas.

15. Amend Land Use Policy 199 (LU 199), as follows:

Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution. Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces. Unless the institution assumes full responsibility, where feasible, for replacement of the housing and at comparable price and affordability or pays an in-lieu of fee to the city equal to full replacement cost, ((P))prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition of structures with residential uses or change of these structures to non-residential uses.

16. Add a new policy to the Housing Element after Housing Policy 10 (H 10), as follows:

Ensure, where feasible, 1 for 1 replacement of low income and affordable units that are removed to redevelopment especially in areas where additional growth may be planned such as areas in proximity to transit stations. Identify incentives and requirements to ensure replacement or to avoid removal of those units.

17. Amend Housing Policy 21 (H 21), as follows:

Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low income elderly and disabled households, because of the lower traffic and parking impacts this type of housing generates. Ensure, where feasible, that existing very low income units are replaced 1 for 1 in cases where these exceptions are granted.

18. Amend Housing Policy 32 (H 32), as follows:

Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; ensuring, where feasible, very low income units are replaced 1 for 1 at comparable price when redevelopment occurs especially when exceptions to normal land use requirements are granted and where more density is encouraged; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency, code related repair.

19. Amend Housing Policy 36 (H 36), as follows:

Promote a broader geographical distribution of subsidized rental housing by generally funding projects in areas with less subsidized rental housing and generally restricting funding for projects in neighborhoods outside of downtown where there are high concentrations of subsidized rental housing except to ensure, where feasible, 1 for 1 replacement of existing units in those areas.

20. Amend housing Policy 47 (H 47), as follows:

Work in partnership among various levels of government and with other public agencies to address homeless and low income housing needs that transcend jurisdictional boundaries.

- a. Work with the federal and state governments to increase public support for housing.
- b. Work with the Seattle Housing Authority to address the low-income housing needs of Seattle residents.
- c. work to ensure that the Seattle Housing Authority continues to prioritize use of its resources especially when used in combination with city funding, projects that serve very low income and public housing eligible households
- d. Where publicly funded redevelopment is occurring, where feasible, allow use of city funding or the granting of land use exceptions to those developments only when there is a net loss of low income units on those sites.

#### Application of Amendment Criteria

Resolution 30662 sets out criteria the Council considers in determining whether to include a proposed amendment in the Comprehensive Plan docket-setting resolution. Those criteria seek to answer the questions:

- Is the amendment appropriate for the Comprehensive Plan,
- Does the amendment meet existing state and local laws;
- Is it practical to consider the amendment; and
- Has there been a neighborhood review process, or can a review process be conducted prior to final Council consideration of the amendment.

Each criterion is discussed below.

*Is the amendment appropriate for the Comprehensive Plan?*

The Growth Management Act (GMA) requires a housing element that addresses affordability. Moreover, the *King County Countywide Planning Policies*, with which the Seattle Comprehensive Plan must be consistent, establish affordable housing production targets that may be met by the retention of existing affordable housing. Policies that favor no net loss of affordable housing are consistent with the GMA and the Consolidated Plan and appropriate for inclusion in the Comprehensive Plan.

*Does the amendment meet existing state and local laws?*

The proposed amendment does not contravene any requirements of the Growth Management Act or compel action that would be illegal under the laws of the City of Seattle, State of Washington, or the United States.

*Is it practical to consider the amendment?*

The August report called for in the update to the Consolidated Plan should provide sufficient policy and legal analyses needed by the Council to make policy determinations in the 2011-2012 Comprehensive Plan amendment cycle.

*Has there been a neighborhood review process to develop any proposed change to a neighborhood plan?*

The Council's review of options called for in the update to the Consolidated Plan will occur in open public meetings conducted by the Housing Human Services Health and Culture Committee. Additionally, the proposed Comprehensive Plan amendments will be subject to public review and scrutiny through the

Council's Comprehensive Plan amendment process set out in Resolution 31117. This process includes at least two public hearings. These forums will provide opportunities for public review and feedback on the proposed amendments.